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WIDE-ARCH MAZDA RX-7 | RALLYCROSS IMPREZA STI



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### ALSO INSIDE...

**THE DEVIL'S DRIFT MACHINE**  
DEMONIC 2JZ-ENGINED 200SX

**THE BIRTH OF A LEGEND**  
GROUP A SKYLINE GT-R RACER

**MITSI IMPOSSIBLE?**  
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# Beauty in the beast



Racecars can be showcars, but showcars can't be racecars. It's a popular saying amongst performance car fans and, on a basic level, it's a very true statement. The premise that a racecar can be seen as a piece of automotive artwork due to its purity of function rather than its acquiescence to the usual aesthetic that defines a 'showcar', is one which I'm sure we can all agree on. After all, who hasn't looked longingly and with admiration at the tangled web of steel that makes up an extreme rollcage? The same drool-worthiness can also apply to outrageous, yet fully functional, aero. Take World Time Attack cars, for example. Their wild wings and spoilers are on another level and if they were fitted merely for their outlandish looks, rather than their ability to imbue their host with lap-time-reducing levels of downforce, they'd be seen as laughably over the top and as fashionable as equipping your Nissan Micra with the original Fast And The Furious graphics and undercar neons.

But on the other side of the equation, does that mean that all showcar owners should concentrate on their car's looks and simply shun their passion for performance? Not a bit of it. While the very nature of a show-worthy ride often means that their gleaming engines are almost too nice to enter the arena of competitive motorsport, there's nothing to stop their owners going all out in the quest for performance to match their perfect paintwork. This month's cover star Kaan Williams is a case in point. His stunning wide arch Supra features a fully polished and chromed single turbo engine. But don't think just because it's pretty it lacks punch as there's over 1000bhp behind all that mirror polished metalwork, making this one of the most potent Supras in the country. Check out the feature on page 18 to see it in all its glory. Then there's US Evo-fan Rob Kothenbeutel, who wanted his daily-driven showcar to also cut it at the track. He equipped it with a fully-built 900bhp motor and carbon fibre bodywork and now scoops silverware from both show and go competitions. See page 52 for how he has accomplished the impossible. Finally, another example of show and go being put to good use is Drift Street Imports' demonic 200SX drift car on page 36. It may be built first and foremost with the art of sideways sliding in mind, but with a Rocket Bunny kit from a GT86 and a spotlessly clean yet savagely powerful 2JZ-GTE engine under the bonnet, it certainly looks as good as it performs.

So whether you hanker after the aesthetic adoration of a showcar or the screaming performance of a racecar, just remember that the two aren't always mutually exclusive and, with a keen eye for detail and a desire to push boundaries, you can have a beauty that's also a beast!

DAN SHERWOOD





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Wide-arch street-driven Supra has a show-winning engine packing over 1044bhp

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Chock-full of ultra rare parts and kicking out 441bhp, this wide RX-7 is rotary heaven

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One car to rule them all! Awesome Evo dominates the street, show and circuit

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Competition winning Type R gets Eibach coilovers and pro TDI alignment

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PD013K Kit	Yellowstuff highest friction pads and GD sport drilled black Geomet® discs
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PD018K Kit	Yellowstuff highest friction pads and BSD blade style slotted black Geomet® discs
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## REGULARS

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Mazda unveils new RX-Vision concept and a return to rotary power, Impreza is back with Subaru's Impreza Sedan concept, new Recaro Sport edition Mazda MX-5, Five mins with...Dmitrij Sribnyj, top Jap builds going on this month, Engine Management Academy dates, get on the grid with TARC

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### 88 READERS' RIDES

Our favourite readers' rides this month. The winner gets a Meguiar's Gold Class Wash & Wax kit worth £25! Has your car got what it takes to win?

### 88 THE GARAGE

Project EP3 Type R gets a slick retrimmed steering wheel and interior makeover to match its reinvigorated exterior, Project WRX gets a leaking intercooler and puncture repair and Project STi gets a good service and alignment to make the most of its grippy new Toyo tyres



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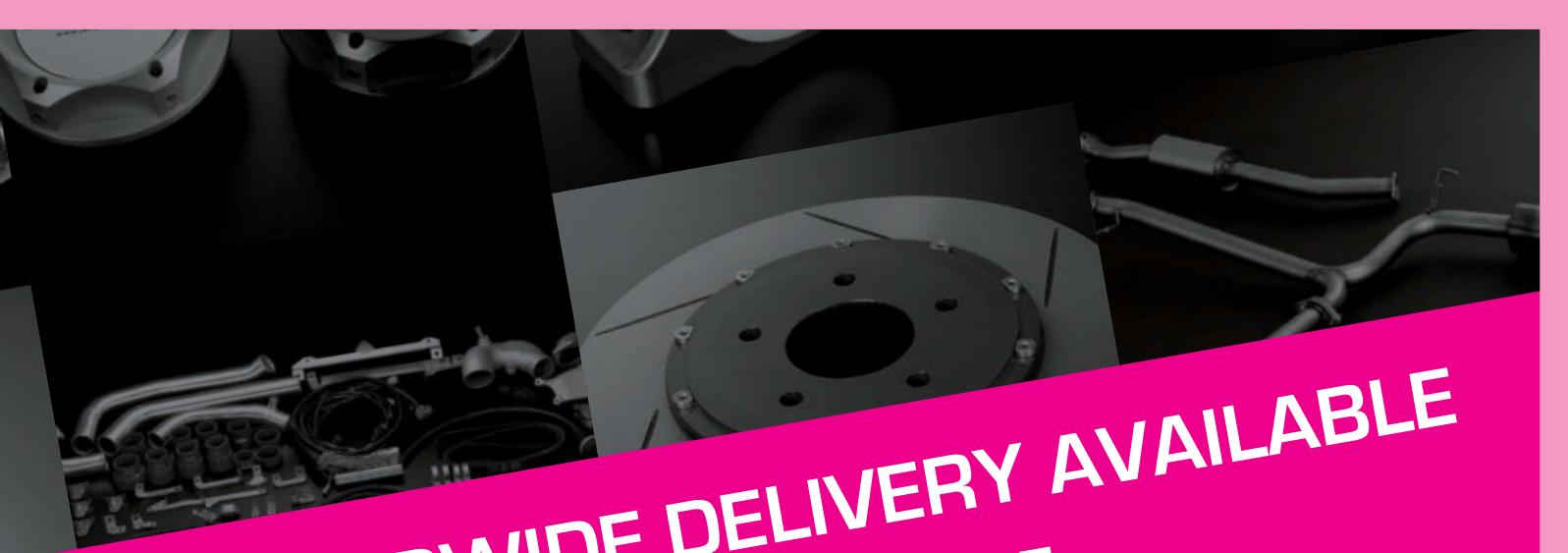
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## MAZDA CONFIRMS THE RETURN OF THE ROTARY!

### SLEEK RX-VISION CONCEPT SHOWS WHAT 'NEW RX-7' COULD LOOK LIKE

Mazda president and CEO Masamichi Kogai has confirmed the rotary engine will make a comeback in a lightweight sports car aimed at taking on the Porsche Cayman. The news came at the Tokyo motor show, where Mazda revealed this RX-Vision concept car, intended to show where the project is heading.

Mazda has a long-running

relationship with the Wankel rotary engine. The compact powerplant has many benefits – its size means it can be positioned far back in the engine bay, offering great handling balance, and its lack of moving parts means it should be cheaper to build and maintain, compared to conventional piston engines. Rotaries also provide extremely smooth, high-revving power and are

particularly good at spooling large turbos.

However, there are some downsides that have made it hard for car manufacturers to take the rotary seriously, leading to Mazda dropping the engine when production of the RX-8 ceased back in 2012. Two of the biggest issues are that they struggle to meet emissions targets and are very thirsty. You don't buy an RX-7 or RX-8 if fuel economy is high on your list of priorities! However, you do buy either of those cars if you want a beautifully balanced and involving sports car, which is why Mazda

has gone to the effort of developing the SkyActiv-R. A new rotary engine that Mazda insiders claim has solved these problems.

Mazda is keeping tight-lipped about the finer details of the new car but we can speculate that it might happen sometime around 2017. This will mark the 50th Anniversary of rotary-powered Mazdas, and what better way for the company to mark the occasion than with a new





**MAZDA'S NEW RX-VISION CONCEPT CAR IS SAID TO FEATURE A NEW ROTARY-BASED MOTOR WHICH IS GREAT NEWS FOR CAR FANS, AS IS THE STYLING. JUST LOOK AT IT... IT'S AMAZING!**

car that finally nails the technology? It's an exciting thought, as is the long-bonnet design of the RX-Vision. Not only does it look absolutely fantastic, but it also suggests there will be room for more than the two rotors fitted to both the RX-7 and RX-8. We'll do our best to tease some more info out of Mazda and you'll read about it here the moment we do. In the meantime, we can all have sweet dreams thinking about a brand new turbocharged triple-rotor RX-9. Hurry up and welcome back, Mazda RX, you've been missed.



## NEW IMPREZA ON THE HORIZON

AFTER DROPPING THE IMPREZA MONIKER ON ITS LAST LINE OF PERFORMANCE MODELS, AND SIMPLY USING THE STI BADGE INSTEAD, IT SEEMS SUBARU HAS DUSTED OFF THE IMPREZA NAME FOR AN EXCITING NEW OUTING. SUBARU PULLED THE COVERS OFF 'THE IMPREZA SEDAN CONCEPT', AT THE LOS ANGELES AUTO SHOW AT THE END OF NOVEMBER, UNVEILING WHAT COULD BE A VERY SIGNIFICANT CAR FOR THE FUJI-BASED BRAND. NOT ONLY DOES IT SHOW THE DIRECTION SUBARU IS TAKING THE NEW IMPREZA, BUT IT IS ALSO THE FIRST 'NEXT GENERATION' SUBARU. THE SUGGESTION BEING THAT THIS CAR HAS THE 'FAMILY FACE' OR DESIGN LANGUAGE, TO PUT IT IN PR SPEAK, THAT WILL BE SHARED BY ALL SUBARU MODELS. OF COURSE WE ONLY CARE ABOUT THE GO-FASTER STUFF, SO THE QUESTION IS, DOES IT GO FASTER THAN PREVIOUS MODELS? UNFORTUNATELY WE CAN'T REALLY ANSWER THAT YET. ALL WE CAN TELL YOU IS THAT THE CONCEPT CAR WAS WEARING 19IN WHEELS AND LOOKS A BIT BIGGER THAN PREVIOUS MODELS, THE WHEELBASE BEING 2670MM. THIS IS DEFINITELY ONE TO FILE IN THE 'NEED MORE INFO' PILE, BUT AT LEAST THERE IS CONFIRMATION THE IMPREZA NAME IS BACK AND SET TO LIVE ON DESPITE INCREASINGLY STRICT EMISSIONS LAWS



## NEW MAZDA SPORT RECARO MX-5

WE LOVED THE NEW MAZDA MX-5 WHEN WE DROVE IT RECENTLY, SO WHEN WE HEARD THERE WAS A NEW RANGE-TOPPER WE SAT BOLT UPRIGHT. WHICH IS KIND OF FITTING, AS THE NEW MODEL IS A SPECIAL EDITION PRODUCED IN CONJUNCTION WITH SEATING GIANT RECARO. BASED ON THE 2.0-LITRE SPORTS NAV MODEL, THE LIMITED EDITION SPORT RECARO IS AVAILABLE IN EITHER SOUL RED METALLIC OR CERAMIC METALLIC, WITH A PRICE TAG OF £24,295 ON-THE-ROAD. EACH MX-5 SPORT RECARO FEATURES A PAIR OF FIGURE-HUGGING ALCANTARA RECARO SEATS, ALCANTARA DASHBOARD PANEL, ALLOY PEDALS AND UNIQUE FLOOR MATS. THE EXTERIOR IS ALSO DIFFERENT, WITH A SUBTLE BODYKIT AND DIAMOND-CUT ALLOY WHEELS. JUST 600 WILL BE MADE, SO, IF YOU LIKE WHAT YOU SEE, GET YOURSELF DOWN TO A MAZDA DEALERSHIP PRONTO!



## IN PROGRESS... TWO EXCITING BUILDS THAT ARE CURRENTLY UNDERWAY THIS MONTH



### BAGGSY'S 2016 DRIFT CAR

Under cover at Abbey Motorsport is a brand new car for drifter Stephen 'Baggsy' Biagioli. The popular driver, who competed across Europe and in Japan during 2015, is building a PS13 Nissan Silvia to complement his current RS13 180SX. The 180SX will still be driven in demonstrations and at shows but the new Silvia will take over as the global competition car throughout 2016. The build is being co-ordinated by both Abbey Motorsport and Baggsy's 'SB Motorsport' team and the hope is to get the car at least 80% complete by Autosport International in January. Initially the car will run a 3.5-litre V6 engine from a Nissan 350Z (VQ35DE), with an Owen Developments turbo providing a big hike in power. Eventually the VQ engine will be swapped for the VR38DETT 3.8-litre V6 twin-turbo engine from a Nissan R35 GT-R, with twin turbos by Owen Developments. Aside from the power, Baggsy is concentrating massively on the suspension. He's struck a sponsorship agreement with suspension giants KW, and has recently been over to their HQ in Germany to work on the project. With KW on board and more grunt under the right pedal, Baggsy should be a driver to watch in 2016.



### UK'S FIRST K20 HONDA CRZ

We all know the Honda K20 engine is an automotive masterpiece. In terms of four-cylinder 2.0-litre engines, it's the daddy. We also know that a K20 won't fit in a tiny Honda CRZ. At least we didn't think it would. Luckily for us, Hertfordshire-based Dream Automotive has proved us wrong and is currently putting the finishing touches to its bonkers new creation as we go to print. Dream's boss Phil Cramford explains that this is the first conversion of its kind anywhere in the UK, possibly Europe and beyond, too! It's taken a lot of work, including the removal of all the original hybrid system and associated batteries and, once complete, it will be very interesting to see how the light and stiff CRZ chassis takes to the K20 engine – and how it compares to an EP3 or DC5!

For more information, or if you have a CRZ that you want K-swapped, look up Dream Automotive on Facebook, or email them at info@dream-automotive.com

### FIVE MINUTES WITH... DMITRIJ SRIBNYJ

**Q. HI, WHO ARE YOU AND WHAT DO YOU DO?**

A. HI, MY NAME IS DMITRIJ SRIBNYJ. I AM A RACING DRIVER FOR THE SCOOBYCLINIC RACING TEAM, COMPETING IN GYMKHANA GRID, FUELTOPIA BARREL, SPRINT AND RALLYCROSS – AND HAVE HAD SUCCESS IN ALL THREE. I ALSO TAKE PART IN DEMO DRIVING AT SHOWS AND SPECIAL EVENTS IN THE UK AND ACROSS EUROPE



**Q. HOW DID YOU GET ON IN 2015?**

A. THIS YEAR WAS MY BUSIEST YET, COMPLETING OVER 20 EVENTS! MY SEASON BEGAN WITH A STATIC DISPLAY AT AUTOSPORT, BEFORE DOING SOME DEMO DRIVING AT COVENTRY MOTOFEST. BUT THE BIGGEST MOVE WAS TO COMMIT TO A FULL CHAMPIONSHIP OF BTRDA RALLYCROSS, WHERE I FINISHED RUNNER-UP IN THE 4X4 SUPERCAR CLASS DRIVING THE NEW SCOOBYCLINIC SUBARU IMPREZA RALLYX CAR. I ALSO WON THE FUELTOPIA BARREL, SPRINT CHAMPIONSHIP FOR A THIRD YEAR IN A ROW, DRIVING THE SCOOBYCLINIC GYMKHANA GC8 SUBARU.

THEN ONE WEEK LATER I BECAME GYMKHANA GRID EUROPEAN CHAMPION FOR THE FOURTH TIME IN A ROW, BEATING KEN BLOCK IN THE SUPER FINAL IN HIS 845BHP HOONICORN MUSTANG. THAT WAS A HUGE VICTORY FOR BOTH ME AND MY SPONSORS!

**Q. BLIMEY! ANYTHING ELSE?**

A. YES, IN 2015 I HAVE ALREADY HAD 10 FIRST PLACE FINISHES AND THREE RUNNER-UP PLACES IN SCOOBYCLINIC CARS. WE ARE JUST ABOUT TO HEAD TO THE FINAL ROUND OF GYMKHANA KINGS EUROPEAN SERIES AT THE ESSEN MOTORSHOW IN GERMANY. IT'S A HUGE SHOW AND OUR LAST COMPETITION OF THE YEAR

**Q. WOW! THAT'S IMPRESSIVE. CAN YOU TELL US MORE ABOUT EACH TYPE OF RACING YOU DO?**

A. GYMKHANA GRID IS A MOTORSPORT WHICH COMBINES SPRINT, RALLY AND DRIFT ELEMENTS IN ONE RACE. YOU MUST MEMORISE THE TRACK AND RACE HEAD-TO-HEAD AGAINST YOUR RIVAL, DOING FIGURE-OF-8S AND DONUTS AROUND OBSTACLES, WITH STRAIGHTS AND SLALOM SECTIONS IN BETWEEN. THE DRIVER WITH THE FASTEST TIME WINS. THERE IS NO LIMITS ON TUNING, BUT YOUR CAR MUST BE ROAD-LEGAL ON ROAD TYRES. RALLYCROSS, ON THE OTHER HAND, IS SPRINT-STYLE RACING ON A TRACK THAT USES BOTH TARMAC AND OFF-ROAD SECTIONS. I COMPETE IN BTRDA CHAMPIONSHIP IN THE 4X4 SUPERCAR CLASS, WHICH IS USUALLY THE MOST POWERFUL CLASS, WITH SOME CARS EXCEEDING 600BHP AND COVERING THE 0-60 SPRINT IN LESS THAN TWO SECONDS!

**Q. WHAT CAR DO YOU DRIVE IN GYMKHANA?**

A. IN GYMKHANA GRID AND BARREL SPRINT I DRIVE AN SCR SUBARU IMPREZA GC8. IT STARTED OUT AS A STANDARD TYPE-R BUT HAS BEEN PREPARED BY SCOOBYCLINIC WITH A FULLY-FORGED ENGINE RUNNING ONE OF THEIR SC36 BILLET TURBOCHARGERS. IT MAKES 470BHP AND 350LB FT OF TORQUE. IT ALSO FEATURES A STRAIGHT-CUT PPG GEARBOX, PB COILOVERS, FORGE MOTOSPORT RADIATOR, SAMCO SPORT HOSES AND TOYO PROXES R888R TIRES. ALL THE ELECTRONICS ARE MANAGED BY A SYVECS ECU WHILE THE BRIGHT LIVERY WAS DESIGNED BY KEVIN HORSLEY FROM 142 CREATIVE AND APPLIED BY SHY TOT GRAPHICS

**Q. WHAT ABOUT YOUR RALLYCROSS CAR?**

A. MY RALLYCROSS IMPREZA IS FEATURED LATER IN THIS ISSUE. CHECK IT OUT ON PAGE 60 FOR ALL THE INFO!

**Q. HOW DID YOU GET INTO MOTORSPORT?**

A. MY PROFESSIONAL RACING ONLY STARTED IN 2013. I WON THE FIRST EVER GYMKHANA GRID EUROPEAN GAUNTLET IN OCTOBER 2012, AND FOR THE 2013 SEASON I PARTNERED WITH MY FIRST EVER SPONSORS: SCOOBYCLINIC AND FORGE MOTOSPORT. MY SUBARU TYPE-R WAS CONVERTED TO A PROPER RACECAR AND THAT WAS WHEN THE SERIOUS RACING BEGAN. MY GOAL IS TO COMPETE IN THE WORLD RALLYCROSS CHAMPIONSHIP AND GET ON THE PODIUM. I HAVE THE BEST TEAM IN SCOOBYCLINIC PREPARING AND TUNING THE CAR, AND WITH ME IN THE DRIVER'S SEAT, THAT'S A WINNING COMBINATION!

**Q. WHO HAS HELPED YOU ALONG THE WAY?**

THE GUYS AT SCOOBYCLINIC HAVE ALWAYS BEEN BEHIND ME WITH THEIR OUTSTANDING HELP AND SUPPORT SINCE I JOINED THEIR SCR RACING TEAM. I'M ESPECIALLY THANKFUL TO KEVIN KNIGHT, THE OWNER OF SCOOBYCLINIC, WHO HAS ALSO BECOME A VERY GOOD FRIEND. MY OTHER ESSENTIAL SPONSORS OVER THE YEARS HAVE BEEN FORGE MOTOSPORT, PPG GEARBOXES, TOYO TIRES, PB BRAKES & COILOVERS, SAMCO SPORT, SYVECS, SHINING MONKEY, MILLFIELD AUTOPARTS, APC OVERNIGHT, T&JM HUSSEY, CORBEAU SEATS, KEVIN HORSLEY, SHY TOT GRAPHICS AND RAVENOL. WITHOUT THESE GUYS, RACING WOULD BE MUCH HARDER

**Q. CAN WE FOLLOW YOU ON SOCIAL MEDIA?**

A. YES, YOU CAN FOLLOW ME ON ALL THE USUAL WEBSITES.  
FACEBOOK [WWW.FACEBOOK.COM/DMITRIJSRIBNYJ.SCOOBYCLINIC/](https://www.facebook.com/dmitrij.sribnyj.scoobyclinic/)  
INSTAGRAM @DMITRIJSRIBNYJ  
PERSONAL WEBSITE [WWW.DMITRIJSRIBNYJ.COM](http://WWW.DMITRIJSRIBNYJ.COM)  
YOUTUBE: [WWW.YOUTUBE.COM/C/DMITRIJSRIBNYJ](https://www.youtube.com/c/dmitrijsribnyj)

THANKS FOR YOUR TIME DMITRIJ, IT'S APPRECIATED!  
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## NISMO GT-R LM PROJECT STILL ALIVE

AT LE MANS IN THE SUMMER OF 2015 NISSAN WERE BRAVE. THEY ENTERED A RADICAL NEW CAR INTO THE FASTEST CLASS, LMP1. IT WAS ESSENTIALLY A FRONT-ENGINED, FRONT-WHEEL-DRIVE CAR WITH HYBRID POWER DRIVING THE REAR WHEELS. THE EXPERIMENT HAD MIXED RESULTS, AS THE CAR WASN'T ABLE TO RUN ITS KERS HYBRID POWER DUE TO RELIABILITY FEARS. SINCE THEN, HOWEVER, NISMO HAS HAD A RE-SHUFFLE. THE CARS DESIGNER BEN BOWLBY WAS ALSO THE TEAM PRINCIPAL, BUT HE'S BEEN ALLOWED TO CONCENTRATE PURELY ON DESIGNING THE CAR FOR 2016, WITH FORMER NISSAN MEXICO BOSS MIKE CARCAMO TAKING OVER THE ROLE OF TEAM PRINCIPAL. NISMO HAS JUST CONFIRMED THEY WILL BE BACK AT LE MANS IN 2016 IN THE REVISED VERSION OF THE GT-R LM, HOPEFULLY WITH A FULL-POWER CAR TO COMPETE AGAINST THE BEST IN THE WORLD AT THE WORLD'S MOST GRUELING CIRCUIT RACE



## ENGINE MANAGEMENT ACADEMY 2016

If you've ever wanted to learn how to re-map your car's ECU, the Engine Management Academy can teach you how. They offer a wide variety of professional training courses and have just released new dates on their website for 2016. The EMA have a range of courses on offer to suit both novices and seasoned tuners alike, including training in mapping aftermarket ECUs (Syvecs, MoTeC, Omex, etc), and re-flashing factory ECUs. Their aftermarket ECU tuning courses teach students how to set up an ECU from scratch, covering sensor configuration and mapping on their rolling road, while the three-day file tuning course explains how modern OEM ECUs operate, and how to custom map the car's software for optimum results. Best of all, the EMA courses offer plenty of hands-on time using their rolling road dynamometer. All courses are held at EMA's training facility at Chieveley in Berkshire. Further info can be found at: [www.emacademy.co.uk](http://www.emacademy.co.uk)

## GO RACING WITH TARC

Fancy trying your hand at competitive motorsport, but worried about the cost? Then check out the low-cost race championships available through the Track Attack Race Club. Registration has just opened for the Nippon Challenge, the MR2 Race Series and Coupe Trophy for the 2016 season and all three championships offer the full thrills of motorsport without the usual high price tag. TARC can even supply you with turn-key cars ready to race from just £2500! The MR2 Race Series is aimed specifically at production-spec Mk1 and Mk3 MR2s, making it really cheap to buy and race a car, the Coupe Trophy is for owners of Gen 7 Toyota Celicas and Hyundai Coupes, while the Nippon Challenge is open to all Japanese cars, with several classes ensuring close racing throughout the year.

Check out [www.trackattackraceclub.com](http://www.trackattackraceclub.com) to learn more.



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# BAYWATCH

YOU WON'T DISCOVER DAVID HASSELHOFF OR PAMELA ANDERSON RUNNING IN SLOW MOTION ON THE BEACH IN MARGATE, BUT YOU WILL FIND A MONSTER 1044BHP TOYOTA SUPRA WITH ONE OF THE BEST ENGINE BAYS YOU WILL EVER SEE!



**W**e've found a spot near the famous Dreamland Amusement Park. It's only early evening but already the light has faded into darkness. As the flashes from Dan's camera sparkle in the chrome surround of that massive turbo, 26-year-old floor fitter Kaan Williams remarks:

'It's a shame I can't drive it around with the bonnet off!'

He's not wrong. His immaculate Toyota Supra makes an insane 1044bhp, that's more than some very quick drag cars. However, he isn't purely interested in power and speed, Kaan cares how his car looks, too. Hours of work has gone into removing components from the engine bay, relocating wiring and fabricating a smooth bay for the shiny engine. If it's not polished, it's covered in chrome. Everything has a purpose and there are neat little touches everywhere. The result is absolutely stunning.

'I've had the car for around three and a half years,' begins Kaan as he goes on to talk for hours about how he transformed a red Supra in need of some love into a multi award-winner. He's not boring us, we're asking questions and every answer he gives leads us onto something else we hadn't spotted. As far as big-power street cars go, this thing is pretty much the Holy Grail.

Kaan appears to be a fairly quiet chap. He doesn't come across as the type to go around shouting about what he's achieved, but his car does. It lets everyone in Margate know when it's been started because this thing is loud! We'll come to the specifics of the engine spec shortly but the interesting thing to note is it

doesn't sound like a traditional Supra. It sounds higher-pitched, more urgent than the usual booming bass note. We jump in for a quick passenger ride along the seafront with Kaan at the wheel, and it's immediately clear that the engine is very healthy and seriously strong.

We stick to the speed limits, of course, we have to, officer! Thankfully we get up enough speed to hear that massive Precision 7175 turbo spool up. What a noise. It whistles with glee as it builds boost and then chuffs like a demented giant pigeon as the oversized 90mm throttle body slams shut. It's fantastic. If it were our car we'd spend all day driving around just listening to the noises. Even when the car is stationary, Kaan has a 'pops and bangs' map he can switch to and turn his car's uniquely smooth idle into that traditional lumpy-cam throb – just for the fun of it.

This is made possible by the ECU the car is running. It's a Syvecs S6 with an expansion pack for more tricks, and it makes up a big part of this car's personality. Not least because this is a four-speed automatic car. Take a look at the TRD steering wheel and you'll notice two flappy paddles peeking out from behind it. With the help of the Syvecs ECU and SRD Tuning, the gears can now be shifted manually and much faster than originally, too.

This makes a huge difference to the driving experience. This car is still a great cruiser like all auto Supras, but when Kaan pulls one of the paddles he gains control of when the changes happen. That means he can make use of the extra revs the

**POLISHED PERFECTION**  
TO GET SUCH A CLEAN ENGINE BAY REQUIRED HOURS AND HOURS OF WORK. WHEN SRD TRIED TO INSTALL THE ENGINE, IT DIDN'T FIT. THE TURBO NEEDED MORE SPACE. SO THEY SENT THE CAR TO SIMON AT AUTOBODY SOLUTIONS. HE CUT A NOTCH OUT OF THE DRIVER'S-SIDE STRUT TOWER FOR THE TURBO AND FABRICATED SMOOTH INNER WING SECTIONS TOO. THE CAR WAS THEN RETURNED TO SRD, WHERE THE MAJORITY OF THE ENGINE WIRING WAS RELOCATED TO THE BOOT ALONG WITH THE BATTERY. WITH THE VARIOUS CHROME AND POLISHED ENGINE PIECES IN PLACE, THE DARK GREY ENGINE BAY PROVIDES THE PERFECT BACKDROP FOR THE ENGINE TO REALLY SHINE

car is mapped for, too. He can also keep an eye on which gear he's in, thanks to a trick Toucan digital display that's connected to the Syvecs S6 and all the relevant sensors on the car. It can display everything from

what gear the car is in, to which ECU map is selected, to engine temperature and pressures and means the slick interior doesn't need to be cluttered up with countless gaudy gauges. It's a very well thought-out car. So how did Kaan go about putting this super Supra together?

'In a way I've created a show car by accident. Growing up, I was never really a big car fan but as I got older I developed an obsession with the MkIV Supra, watching films like The Fast and The Furious. It was a cheesy story but there was something about the idea of owning a 10-second Supra that appealed to me. I love the way these 2JZ engines sound and I love the styling. So around three and a half years ago I

bought this one and started messing with it.'

He continues: 'I need to say a big thank you to Lee Perryman at SRD Tuning in Sussex. I've come up with ideas and done a lot of work on the car myself, but the majority of the mechanical build was carried out at SRD. I bought a freshly-built engine from the MkIV Supra forum ([www.mkivsupra.net](http://www.mkivsupra.net)) but then had Lee strip it and rebuild it into the spec it is today. I didn't know who had built the engine when I bought it and I didn't want to risk it going bang. The main reason I did it this way was because the engine I bought was built using a brand new cylinder head and engine block from Toyota. That was the

ideal base on which to build a monster engine.'

The engine spec is insane. The star of the show is a 3.4-litre spec billet crankshaft by Spool, which, in addition to increasing the stroke of the engine, is both lighter and stronger than the original. Attached to this is a set of forged con-rods and pistons. In fact, it's probably easier to mention which parts of the engine haven't been modified. The real magic though is in the way SRD Tuning have pulled together a mix of parts that work together, along with the custom work they've carried out themselves.

The cylinder head has been completely ported and sorted by SRD, and a lot of work has



**'THERE WAS JUST SOMETHING ABOUT THE IDEA OF OWNING A 10-SECOND SUPRA THAT APPEALED TO ME'**



gone into getting the most from their own 280° race-spec camshafts. The valvetrain is now equipped with a range of Supertech components so that the engine can be revved higher and make reliable power all the way to the redline. The huge turbo is in fact a Precision 7175, a GT42-sized monster regulated by a pair of Turbosmart external wastegates with screamer pipes. So you can understand why this thing sounds so crazy.

It's worth mentioning that Kaan has two air filter options for the car. One is a large cone filter mounted on a polished pipe, which is always attached when he is driving the car. The other is simply a polished bell-mouthed velocity stack. 'I use this at shows,' adds Kaan. Just for a laugh, I see if I can get my fist inside it. I've got large hands, big enough that I can't share regular-sized football gloves at 5-a-side. My fist fits

**RED LIGHT DISTRICT**  
**BRIGHT AND UNUSUAL, THE REAR LIGHTS ON KAAN'S SUPRA ARE COMPLETELY CUSTOM AND HAND-MADE. STARTING WITH A SET OF BRAND NEW TOYOTA FACELIFT UNITS, A CHAP CALLED SIMON OR 'HECKLER' AS HE'S KNOWN ON THE SUPRA FORUMS WRAPPED THE INNER SURROUNDS IN CARBON-FIBRE BEFORE REPLACING THE BULBS WITH PCB BOARDS PACKED WITH LEDS. THEY GIVE THE REAR OF KAAN'S SUPRA A FRESH NEW LOOK**

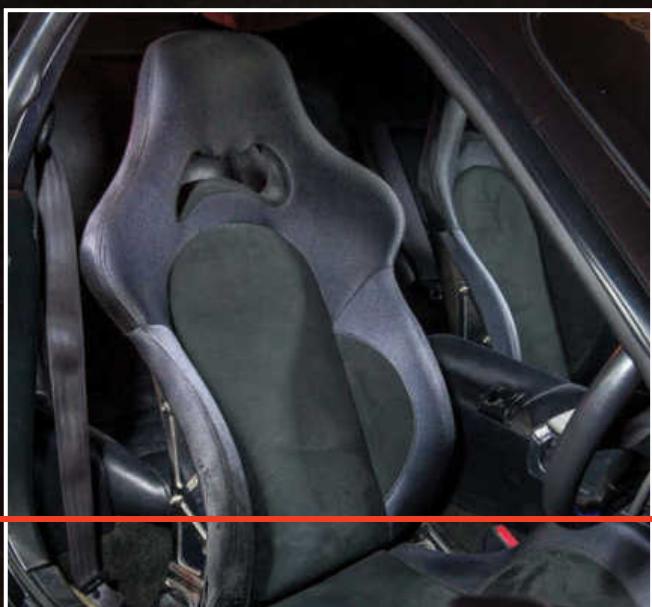
with room to spare. It's also worth noting that when Kaan switches the engine off after moving the car for another photograph, the turbo can be seen continuing to spin for at least another minute or so after the engine has stopped. We stand watching in amusement. Even when it's turned off this car is more entertaining than any of the rides inside the amusement park.

To get full power Kaan has to use ethanol. Without it he's limited to just 802bhp at 1.7bar boost on Shell V-Power – a weak and pathetic power figure, I'm sure you'll agree? Jokes aside, adding ethanol allows him to run a bit more boost without fear of blowing the engine up. In years gone by

you would have to chose your fuel type and stick to it. These days Kaan can switch between the two setups with one touch on the Toucan screen.

Kaan explains: 'The car has a Syvecs Flex Fuel sensor, which monitors the fuel in the tank. So when I take the normal fuel-filler cap off and pour ethanol in, it knows I've added it. It even tells me the percentage of the mix on the Toucan display. I've no idea how it does it, it's amazing! We really have smashed through a barrier in the tuning world in recent years with modifications like this, and both Syvecs and SRD Tuning are right at the front of the charge.'

At full boost with the ethanol on board, the engine makes





907bhp...at the wheels! That's a calculated 1044bhp at the flywheel, the usual place car horsepower figures are quoted from, and more than enough to see off pretty much anything Kaan is going to come across on the road. It's easy to forget we are talking about a fully road-legal car here, it just happens to have 1000bhp to go with its MOT certificate and road tax.

Moving away from the engine power for a moment, Kaan's worked hard to get the interior and exterior looking just the way he wants it, too. When he bought the car it had cream

leather rear seats but it did already have the Cobra Misano front seats. Not only are these really comfortable, but the dark Alcantara looks great and helps to hold you in place, too. Kaan used these as inspiration, matching them to a grey Alcantara-trimmed dashboard he saw for sale on the Supra forum, along with black flocked doorcards, dashboard and headlining. It's really nice to see a Supra interior that has had time spent on it, as the focus is often on the engine. Plus, not only does it look great, the flocking serves a performance purpose too, in that it eliminates

any annoying reflections in the windscreen while driving.

The single biggest job Kaan took on himself was the bodywork. He selected a few seemingly random pieces from various bodykits and put them all together, and it's really worked! Part of the success of the exterior transformation is down to the fact Kaan smoothed all the kit together and onto the body of his Supra. He admits: 'I nearly gave up! It took weeks and weeks to do on my driveway at home throughout the summer. I hadn't done anything like that before, so I'm really happy with how

**BIG BOOTY**  
**WANTING MAXIMUM GRIP FOR HIS VISIT TO SANTA POD, KAAN BOUGHT SOME MEGA-STICKY MICKEY THOMPSON ET STREET TYRES IN A SHOCKINGLY-WIDE 345/35/18 SIZE. ITS RUBBER LIKE THIS THAT HELPED KAAN DECIDE TO GO FOR THE WIDER ARCH EXTENSION IN THE FIRST PLACE. 'THE TYRES DIDN'T LAST LONG,' LAUGHS KAAN. 'I MANAGED A FEW RUNS ON THE DRAG STRIP AND THAT WAS IT. AFTER SANTA POD, I MADE THE MISTAKE OF DOING A BURNOUT AND THEY LITERALLY WENT UP IN SMOKE!' FOR EVERYDAY DRIVING, KAAN USES A PAIR OF 315/35/18 PIRELLI P-ZERO TYRES ON THE REAR INSTEAD. STILL A MASSIVE CHUNK OF RUBBER, BUT WITH OVER 1000BHP TO CONTEND WITH, IT'S A NECESSITY RATHER THAN A STYLE CHOICE**



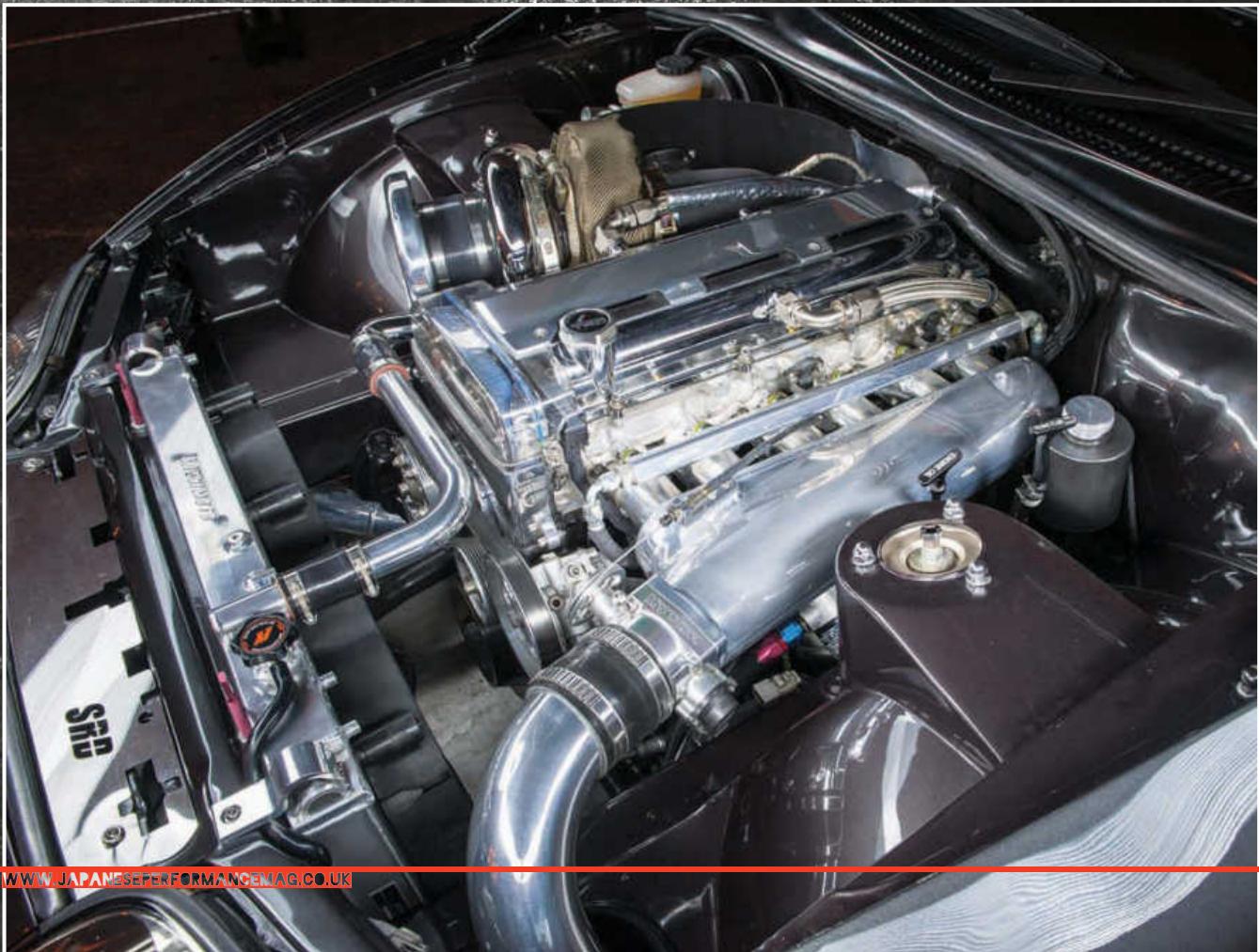


CONTROL FREAK

THE TOUCAN DISPLAY IS A TOUCH OF GENIUS. CONNECTED TO THE SYVECS ECU, KAAN USES IT TO CONTROL EVERY ASPECT OF HIS CAR, FROM CHANGING ENGINE MAPS TO MONITORING ENGINE TEMPERATURES AND PRESSURES.

KAAN REMOVED ONE OF THE VENTS TO FIT THE SCREEN AND IT LOOKS LIKE IT WAS ALWAYS MEANT TO BE THERE. IT EVEN DISPLAYS WHAT GEAR HE'S IN!

**'IT JUST HAPPENS TO HAVE 1000BHP TO GO WITH ITS ROAD TAX'**



# TECHSPEC

## ENGINE

3.4-litre, 6-cyl, 24v 2JZ-GTE, Syvecs S6 ECU, Precision 7175 turbo, OEM Toyota block, Spool billet crankshaft, BC Pro con-rods, CP-Carillo pistons, Titan billet main caps, ARP main studs, Clevite bearings, SRD Tuning billet timing belt tensioner, Fluidyne crank damper pulley, OEM Toyota cylinder head with SRD Tuning Stage 5 treatment, SRD Tuning Stage 3 280° race cams, Supertech valvetrain, H16 head studs, Titan adjustable cam gears, SRD Tuning cam covers and breather setup, 5in intake pipe with large K&N air filter, polished Hypertune intake manifold and 90mm throttle body, 5in thick front-mount intercooler with 3in pipework, 2x Walbro 400lph fuel pumps, ASNU 1600cc fuel injectors, Hypertune fuel rail, braided feed and return lines, Syvecs Flex Fuel sensor, Fuel Lab fuel pressure regulator, Whifbitz exhaust manifold with 2x 45mm Turbosmart external wastegates with 30mm screamer pipes, custom Zircotec coated 4in downpipe and mid-pipe by SRD Tuning, 4in HKS Titanium rear silencer, polished Fluidyne radiator, SRD Tuning electric twin fan kit, 4x SRD Tuning transmission coolers, Motul 16 row oil cooler, polished TRD engine mounts, various polished engine parts and billet covers, battery and fusebox relocated to boot, air con removed, custom engine bay by SRD Tuning. Power: 1044bhp 860lb/ft torque at 1.9 bar on 70% ethanol, 30% Shell V-Power

## TRANSMISSION

4-speed automatic SRD Tuning Stage 5 gearbox, Titan 3800 torque converter, UK Auto large case differential housing TRD LSD

## SUSPENSION

BC Racing coilovers with 32-level adjustable damping

## BRAKES

OEM UK-spec front brakes, OEM JDM-Spec rear brakes, ABS removed, Goodridge braided brake lines, brake lines relocated behind the bulkhead, polished LHD brake master cylinder

## WHEELS

10x18 ET0 (front) and 12x18in ET20 (rear) Rota GTR-D alloy wheels, with 265/35/18 Yokohama tyres (front) and 315/30/18 Pirelli P-Zero tyres (rear) for the street and 345/35/18 Mickey Thompson ET Street tyres for drag

## INTERIOR

Pair of Alcantara-trimmed Cobra Misano reclining bucket seats, TRD steering wheel with SRD Tuning flappy paddles, black flocked dashboard, grey Alcantara dashboard trim, Toucan touch-screen, EL Glow dials, black flocked door-cards and headlining, ICE install

## EXTERIOR

Do-luck front bumper, UK-spec aluminium bonnet with aerocatches, UK-spec glass headlights with 6k HID bulbs, Blitz sideskirts, Trial rear bumper, Veilside +100mm overfenders, carbon-fibre wrapped custom LED rear lights, spoiler and rear aerial removed, fully smoothed and blended bodywork, resprayed in Audi Lava Grey Pearl

it came out.'

The car looks black at first glance, but it's actually a very dark Audi gunmetal grey called Lava Grey Pearl. The car was originally red but has been resprayed by Jamie Ruffles at The Sprayshop in Margate, and the finish is flawless. This Supra was briefly Lamborghini Telemo grey, too. 'Everyone said it looked unfinished in the Lambo grey, like it was still in primer,' Kaan laughs. 'I'm much happier with this colour. It looks black with grey underneath, it's hard to describe. In brilliant sunshine you get all sorts of colours sparkling on the edges of the "kit". And with the wide arches filled by 12-inch wide wheels on the back, it's certainly a looker.

Which is exactly what the show judges have agreed so far. Since the car was finished earlier in the year, Kaan has been to three shows, bringing home

a slice of silverware from each one. He won Best Performance Car at BHP Fuel Fest, Best Engine Bay at Ultimate Street Car and Best Modification at Show and Glow. Now he's got his sights set on his next goal.

'My first goal was to win an award with the car; the second was to get a magazine feature – which is obviously happening now – and my third goal is to run a 10-second quarter mile.' He's not far off already. His one and only trip to Santa Pod in the car resulted in a best ET of 11.4 @ 137mph, but it was his first time driving the car and it wasn't on full power, either. It seems only a matter of time until Kaan makes it a hat-trick of achievements. With an engine that's sexier than a Baywatch slow-mo, Kaan might need to phone the Coastguard himself pretty soon...because at this rate, he's going to be drowning in trophies! □

## SRD TUNING

**LEE PERRYMAN AND THE SRD TUNING TEAM DESERVE A LOT OF CREDIT FOR THE HOURS, WEEKS AND MONTHS OF WORK THEY HAVE PUT INTO THIS CAR. THEY CARRIED OUT LOTS OF MECHANICAL WORK TO TRANSFORM THIS ONCE HUMBLE SUPRA INTO SOMETHING VERY SPECIAL. INDEED, THE ENGINE IS A MASTERPIECE AND ITS CLEAR THEY PAID MASSIVE ATTENTION TO THE FINER DETAILS THROUGHOUT THE BUILD. TAKE THE HEATSHIELD THEY FABRICATED THAT SURROUNDS THE TURBO, FOR EXAMPLE. ITS CURVED, HEAT-PAINTED BLACK AND THE EDGES HAVE BEEN ROLLED OFF, TOO. ITS ONLY THERE TO DEFLECT HEAT, IT DIDN'T NEED TO BE THAT TIDY. OR THE SLAM PANEL WITH SRD PERFECTLY LASER CUT OUT OF IT. THESE ARE MINOR THINGS IN THE SCHEME OF THE WORK THEY'VE DONE, BUT THEY INDICATE THE LEVEL THE REST OF IT HAS BEEN COMPLETED TO. IF YOU'VE GOT A SUPRA, YOU NEED TO GO SEE THESE GUYS (01444) 616771 [WWW.SRDTUNING.COM](http://WWW.SRDTUNING.COM)**

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# JAPSHOW FINALE 2015

SANTA POD'S LAST DEDICATED JAPANESE SHOW OF THE SEASON WAS SET TO BE A STUNNER. JAPANESE PERFORMANCE WAS THERE TO CHECK OUT THE ACTION...





**W**hether it's the fact that the Japshow Finale signals the end of the Japanese show season, and Jap car fans and owners simply want to see out the year in style, or because it often offers the climactic stages of the Millers Oils Jap Drag Series and Competition

Clutch Front-Wheel-Drive Drag Series, where reputations are laid on the line and champions are crowned that makes the Japshow Finale such an exciting event is hard to say, but the fact remains that it's always an awesome show and 2015's offering was no different.

Rocking up to the Northamptonshire speed Mecca early on Sunday morning, it was already obvious that good things were in store as, while chilly, the weather was definitely playing ball and the campsite area was full of revellers who had made a weekend of the show and stayed

over from the Saturday's Run What Ya Brung day. In no time, the venue's sprawling display areas were filled with clubs and traders from all over the country, with owners busy whirling like dervishes polishing their respective pride and joys to ensure they looked at their best to show them

off for one last time this year. In general, in 2015, show attendance from car owners and paying public alike has seemed to be up on previous years, which is great news for car fans, traders and venues, and the Japshow Finale continued this upward trend. Making the most





of the buzz around the strip was your favourite Japanese tuning magazine – that's *Japanese Performance* if you're struggling to remember the title at the front of this issue! – who took to the show with a killer stand that included an all-white line up of some of our favourite

feature cars from issues past. Keeping the public glued to the magazine stand and taking advantage of our special show subscription deals was the SR20-engined RX-7 of Steve Grove, the wide-arch and air ride equipped Subaru STi of Brandon Camp, the carbon-clad FN2 Civic of

Jez Broughton, the brutal Mitsubishi Evo V of Dan Caddick and the sleek and wide powerhouse of a Supra from Shawn Preece. Thanks for the help, guys, the stand looked amazing! But for those that could tear themselves away from the magazine's stand,

the Japshow Finale had plenty more to offer. As well as the action on the strip with the two top level drag series competitors slugging it out to be crowned king of their respective championships – Steve Bowen in his Mitsubishi Evo taking the Pro Class and David Greenhalgh in

his Nissan Skyline R34 taking the Street class championships of the JDS, with Glenn Robson in his Honda Civic taking the FWD championship – there was also a host of seriously capable Run What Ya Brung entries to keep the crowds entertained between the tense knockout runs.





One of our favourites was seeing Severn Valley Motorsport's Nissan Qashqai R scream up the strip. With a 1000bhp+ Nissan GT-R engine and transmission secreted beneath the people-carrier-shaped body, it's

an absolute weapon that is capable of shamming even the most exotic of hypercars! Then there was the pristine paintwork on display in the show 'n' shine arena plus legions of car clubs to trawl through, which offered plenty of

inspiration for winter builds whatever model of Jap car you have gracing your garage at home. There was even something for those that like their thrills with a little more tyre smoke, by way of the nerve jangling Podkhana

competition, which was won by the current Gymkhana king Dmitrij Sribnyj in his Scooby Clinic Impreza, and the drift demos from Michelle Westby and the Maltese trio from Team Maximum Lock whose precision driving skills

needed to be seen to be believed. That's not forgetting the Broke FMX motorcross team and the car-crushing antics of Podzilla monster truck going on inside the live action arena – what an end to the season! Can't wait for next year! **JP**



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# ULTIMATE STANCE

TELFORD'S INTERNATIONAL CENTRE WAS THE HEART OF THE STANCE WORLD RECENTLY WHEN IT HOSTED THE ANNUAL EVENT DEDICATED TO THOSE WHO LIVE THE 'LOW LIFE', ULTIMATE STANCE

WORDS: DAN SHERWOOD PICS: OLLIE WILDSMITH

Years ago, before the internet was filled with pictures of ground-scrapingly low cars skimming the tarmac with their seemingly impossibly-low ride heights, catching a glimpse of a car practically laying frame was something that inspired awe and bewilderment in equal measure. How are they running it so low? How do they get over speedbumps and potholes? How does the ride not snap their spine? Of course, these were the days before air-ride and hydraulic suspension was

commonplace and many of the decked cars in question were owned by ultra dedicated scene fiends running their rides on coilovers who simply accepted the challenges that come with living the low life as part and parcel of the scene. However, the surge in popularity of the various kits from the likes of Air Lift, Accuair and D2 – along with the increasingly reasonable prices for these kits – has meant that car owners seeking the ultimate in ground hugging stance can effectively have their cake and eat it, as their

ride can go from grass cutter to combine harvester at the touch of a button. Even the ride element has been much improved compared to that of overly stiff coilovers. What this has meant in broader terms is that having a seriously low car is an option that is now more achievable than ever, which has, in turn, created a whole scene subculture dedicated to the quest for the perfect stance. To celebrate this growing trend, the organisers of the popular German focused car show, Ultimate Dubs, decided to start a new show

where stance aficionados from all across the country could converge to talk offsets, PCDs, pneumatic lines and tyre stretch, while showing off their immaculately prepared rides to the paying public. Dubbed Ultimate Stance, the annual event is now in its second year and attracts a diverse section of the car scene with everything from Japanese, German, domestic and even Italian exotica featuring at the plush indoor venue. But while air-ride is certainly much more prevalent than it's ever been, don't go thinking

that hard slammed rides are a thing of the past, as there is still a lot of respect shown for those that roll hard the 'traditional' way, and Ultimate Stance caters for all types of lows, irrespective of how it's achieved. To find out more about what makes the stance scene tick, *Japanese Performance* headed over to Telford to sample the show for ourselves...

Known as a 'last call' for show cars before the long winter months put many project builds into hibernation, Ultimate Stance is building quite a reputation as not only





**AARON GEMMELL'S HONDA CIVIC EK4**  
**AARON GEMMELL WAS THE WINNER OF THE 'BEST STANCE AWARD'. ALTHOUGH HE DIDN'T WIN 'CAR OF THE SHOW', WINNING THE AWARD OF 'BEST STANCE AT A STANCE SHOW IS A HUGE ACHIEVEMENT! WE CAN SEE WHY IT RECEIVED THE ACCOLADE, AS HIS CIVIC EK4, COMPLETE WITH IMMACULATE B18 TURBO ENGINE, EXQUISITE PAINTWORK AND INTERIOR HAS INCREDIBLE FITMENT AND, SHIMMERING UNDER THE ARENA'S LIGHTS, IT CERTAINLY SHOWS HOW JAPS CAN PLAY THE STANCE GAME, STRONG!**



the last show of the season, but also one of the best – from a static perspective at least. One of the first things we feel the need to mention upon browsing the various cars on display, both inside the venue and those in the outside show 'n' shine area, is that, although the title

would lead you to believe that this is a show primarily focussed on lowered cars, the overall quality of all the cars in attendance is simply stunning. Yes, the ride height and wheel fitment is obviously achingly perfect, but it is also matched by the cars' paintwork, interior

and overall attention to detail. It may not be solely Japanese, but even as hardcore Jap fans it's easy to appreciate the effort that goes into these cars, even if that doesn't always go hand-in-hand with making them faster.

And this is another area of debate amongst

car fans looking into the 'stance' scene as outsiders, in that while extreme wheel fitment no doubt looks great, and the advent of air ride has made this not only easier but more practical to live with, but what about the actual act of driving these cars? Well, from a performance

perspective, there's little argument that many of these types of cars are not going to be setting any new lap records any time soon, and quite often the only rubber they shred comes from a miscalculation of that microscopic tyre to arch ratio. But that's not to say they couldn't, as



**JON LIVERMORE'S MITSUBISHI EVO**

**JON'S MONSTROUS 700BHP CARBON-CLAD MITSUBISHI EVO WAS LAST SEEN GRACING THE COVER OF THIS VERY MAGAZINE AND PROVES THAT EVEN BONKERS PERFORMANCE BUILDS CAN STILL ROCK AIR-RIDE IF DONE RIGHT. IN FACT, NO OTHER SHOW CAR IN THE ARENA IS PRODUCING THAT KIND OF POWER ON AIR-SUSPENSION AND A SIMPLE SWAP BACK TO HIS COILOVER SET-UP AND JON'S MEGA MITSUBISHI EVO COULD BE A TRUE TIME ATTACK COMPETITOR!**



**STEVE GROVE'S HAKOSUKA SKYLINE GTR**  
**NOT STRICTLY A 'STANCE' CAR, BUT STEVE'S STUNNING HAKOSUKA SKYLINE DREW MANY ADMIRING GLANCES AND A FEW FULL-ON DROOLS AT THE SHOW WITH ITS MIX OF CLASSIC STYLING AND RACE ORIENTATED WATANABE WHEELS AND CORBEAU BUCKET SEATS. PACKING A BORED OUT 3.1-LITRE ENGINE UNDER THE BONNET, THIS IS ONE RETRO RIDE WITH AS MUCH GO AS SHOW!**

many of the cars at Ultimate Stance are packing serious heat under the bonnet, too, it's just that the owners prefer to treat their cars more as mobile art pieces than beast them around a circuit, which means the only show they will be putting on is purely for the eyes which, when the quality is this good, is fine by us!

As well as the hoards of show cars on display, there were also trade

stands in every hall of the arena, too. With everything from clothing to car products on sale and even an auction taking place, the show is not just about glancing at cars, it's about filling your wardrobe and treating your car to some high-end products!

As main sponsors of the show, 'Auto Finesse' and 'Wheel Whores' were also in attendance and were giving out the show's awards for the

'Best Stance', 'Best Wheels', 'Top 16', 'Best Build' and 'Car of the Show'. And the actual trophies for the award winners were nearly as impressive as the cars themselves, with the Wheel Whores award for the best wheels an unforgettable 16ft trophy shipped from the States – some argued whether this was really necessary, but it's well-worth the reaction from the winner when they

received the trophy!

No dates have yet been set for next year's Ultimate Stance, as the organisers' priority now lies with preparing for Ultimate Dubs in March. However, with the popularity of the show continuing to grow, it's more than likely that there'll be a third instalment of this show season favourite around the same time next year. This is great for car fans, but the increasing

demand and ever higher standards means it's going to be even more challenging to be a part of the show next year, so if you fancy it you'd better start preparing now! Applications will be open next year so to be in with a chance of getting your ride into the coveted inside area, be sure to check out Ultimate Stance's website and apply! We'll certainly be there in 2016, will you? **JP**



**WORK WHEELS STAND**  
**THE STANCE SCENE IS AS MUCH ABOUT THE WHEELS AS THE SUSPENSION AND WORK WHEELS ARE ONE OF THE BEST IN THE GAME. THEY BROUGHT ALONG THEIR TRADE STAND TO DISPLAY THEIR WARES AT THE SHOW AND THE SHEER VARIETY AND DESIGN SKILLS ON OFFER GRASPED THE ATTENTION LIKE NO OTHER. BUT AS WELL AS DISPLAYING THE WIDE RANGE OF WORK WHEELS AVAILABLE TO PURCHASE, PHIL MORRISON FROM DRIFTWORKS HAD HIS ICONIC DW86 ON DISPLAY SHOWCASING THE WORK MEISTER M1RS AND ALSO HIS VERY OWN LAMBORGHINI MURCIELAGO WHICH RUNS A SET OF WORK GNOSIS CV203S!**



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# DARK STAR

WHEN THE TIME CAME TO BUILD A SHOWPIECE COMPETITION CAR AT DRIFT STREET IMPORTS, BOSSMAN SHAAN SHAREEF KNEW HE WOULD NEED TO CREATE SOMETHING A BIT DIFFERENT. AND A 2JZ-POWERED NISSAN S14 WITH A ROCKET BUNNY KIT FROM A TOYOTA GT86 CERTAINLY FULFILS THAT BRIEF...

WORDS: DANIEL BEVIS PICS: TOM GIDDEN

**W**e're all in the gutter,' Oscar Wilde once said, 'but some of us are looking at the stars.' Legendary ad man Leo Burnett had a similar outlook: 'When you reach for the stars, you may not quite get one, but you won't come up with a handful of mud either.' And who could forget the ineffable, timeless wisdom of S Club 7, those pastel-hued popstrel troubadours who eagerly yelped 'Reach for the stars, woo-oo, yeah, oooh'?

Er, OK, that last example isn't quite so helpful, but the crux of the matter is this: we enter this world to play the hand that we're dealt, and it's up to us to make the best of it in whatever way we can. When you aim high, you might fail, but you might also succeed and make life rather a lot better for yourself and those around you. And it's exactly this that Shaan Shareef has

achieved with the devastating Nissan 200SX S14 drifter you see before you – and, in a wider sense, with the increasingly sprawling entity that is Drift Street Imports.

'DSI started just two-years ago,' he explains, which is frankly rather staggering when you see the sheer breadth and variety of the cars and parts that surround him on the premises. 'I'd always wanted my own tuning shop, and having worked in security, and sales and marketing, an opportunity came up where I could be my own boss and start Drift Street Imports.' This was a no-brainer, really. Having been into JDM motors since his early teens and pretty quickly immersed himself in the fast-paced complexities of the drifting scene, Shaan was all too aware of how tricky and frustrating it could be to prep and run a drift car when you're dealing



with a number of different companies. It makes a lot of sense to have everything on one site – and hey, being the boss is a pretty sweet little perk too, isn't it?

'To be able to draw everything in-house was my dream, really,' he continues. 'Alignment machines, ramps, the works. I'd done the whole 'driveway build' thing with various cars in the past, and worked in the cold and the rain to get drift cars ready, and it really was time for some fundamental changes. Having a fully-functioning workshop has made the dream come true.'

The build of this groundbreaking Silvia began in September 2014 and, being DSI's own project, necessarily had to fit in around the customer builds and so forth that keep the lights on and the fridge cool. This neatly coincided with a huge swelling in the company's stature – and, as such, a massive increase in

the amount of work they were taking on – which allowed precious little time to work on the thing at all in the early stages. It's a marvel that they've got it done in this timescale, and the fact that it's bordering on absolute perfection just takes the whole thing to another level completely.

'I went to a Drift Allstars event in London in July of this year, and I was just blown away by the quality I saw, it was overwhelming,' says Shaan. 'It really gave us some inspiration for how we wanted our car to be finished – a competitive drift car that was also show-quality. We decided to get on with the build and spent the next two weeks getting the car ready for a Nissan event in the UK. It involved long nights, no sleep, and some Herculean efforts from the team to make it happen; Simon Carson, DSI's manager, and our pro drivers Martin Battye and Brad McQueen. It was a true team

effort with everyone helping out.'

Now, Shaan is no stranger to building drift cars, although the sheer scope of this build was enough to stretch even his powers and those of his team pretty significantly. A former competition car of his, for example, was a four-door R34 Skyline (something which came in rather handy for generating business, as it turned out, as owners of four-doors can have trouble getting tuning parts and so on, and the fact that Shaan's car was so successful meant that they were literally beating a path to his door), and a customer's twin-turbo 350Z was another notably full-on build, but this S14 really cranked things up a notch.

'The reason for choosing the S14 chassis was pretty simple,' he says. 'I wanted something that I knew would be competitive, and had a ready supply of tuning parts. That said, this was never going to be an off-the-shelf build, it had to

**DRIFT STREET IMPORTS**  
**A MINI MOTORSPORT VILLAGE**  
**DRIFT STREET IMPORTS BEGAN AS SHAAN'S VISION TO CREATE A DRIFT GARAGE WHERE EVERYTHING COULD HAPPEN IN-HOUSE – FABRICATION, TUNING, PREPARATION, THE WORKS. GBOOST UK ARE BASED RIGHT NEXT DOOR AS WELL, ALONG WITH AUTO EXTREME, ENSURING A READY SUPPLY OF FRESH NEW PARTS, ON THE SHELF, READY TO GO. JAPWEST MODS ARE ALSO ON SITE, OPERATING AS A JDM BREAKER'S, HELPING TO SECURE ALL OF THOSE RANDOM HARD-TO-FIND BITS AND BOBS, WHILE MATT LEWIS RACING ARE ON HAND TO PROVIDE THINGS LIKE BRAKE LINES, AEROQUIP ENDS, ALL THE PLUMBING AND LIFELOOD STUFF. SO IT'S A HAPPY LITTLE MOTORSPORT COMMUNITY, WITH DSI THEMSELVES BEING A JDM TUNING SHOP AS WELL AS A DRIFT TEAM, SELLING CARS, EXPORTING PARTS GLOBALLY, AND GENERALLY HAVING A DAMN GOOD TIME DOING IT**

be something with DSI's unique stamp on it, as it'd be acting as a showcase for the company. I've always been a four-door fan, but I was willing to make the sacrifice for this car!'

The project base began life as a naturally-aspirated Silvia

## 'THE ICONIC TOYOTA STRAIGHT SIX NESTLES IN THE ENGINE BAY'





shipped in from Japan, which Shaan purchased through a friend; it had enjoyed a relatively uneventful life, had been dry-stored, and was ready to be stripped back to first principles and reborn. Which is exactly what the lads set about doing without delay.

'The chassis is a proper ground-up build,' says Shaan, with a boisterous swell of hard-earned pride. 'We stitch-welded the shell to give it some vital additional rigidity and strength, and a local company called Nickson Motorsport were drafted in to install the

competition rollcage, after which point we welded some extra support bars to their excellent 'cage for good measure. We used suspension components from Driftworks and Japspeed, and a steering arm lock kit from TDPie in Ireland. Oh yes, and there's the small matter of the 2JZ...'

This is an element of the build that'll really irritate the Nissan purists, but it was Shaan's plan from the start to squeeze that robust, iconic 3.0-litre Toyota straight-six into the diminutive Silvia engine bay. Nestles in there rather neatly

too, doesn't it?

'Yeah, we were always planning to put a VVT-i 2JZ in there,' he grins, somewhat impishly. 'We bought a donor Toyota Aristo so we could ensure that all was well with the drivetrain before we stripped it down, and we added some cool things like the E-Throttle from a Mopar 6.1 Hemi, a 350Z throttle pedal, and a Syvecs ECU – with these mods, the engine's responsiveness is just unbelievable!' The motor is now also running a chunky Borg Warner EFR 8374 turbo along with a custom manifold from

**BOX OF TRICKS**  
**WHAT WOULD YOU GUESS SHAAN'S CHOSEN FOR COG-SWAPPING DUTIES IN HIS TOYOTA-ENGINEDED S14 – SOMETHING SILVIA-ESQUE, OR A MORE 2JZ-ORIENTED ITEM? WELL, NEITHER IN FACT, HE'S GONE FOR A NISSAN 350Z GEARBOX. IT'S A POST-2005 UNIT WITH A COLLINS ADAPTOR KIT FROM THE USA AND A CUSTOM ACT CLUTCH,' HE SAYS. 'IT WORKS EXTREMELY WELL AND THE RATIOS ARE SPOT ON, MAINLY USING THIRD AND FOURTH GEAR FOR ALL DRIFTS.'**

the neighbours at 6Boost. 'The guys at 6Boost have been sponsoring our drift efforts for the last two years, providing excellent parts,' says Shaan, 'and their manifolds





are just stunning!

Those familiar with JZ engines will be aware that they can run hot in high-pressure situations, so the DSI guys have circumvented this potential issue by designing and installing a full, bespoke cooling setup, with the radiator mounted in the rear of the car. With this rather large box ticked, the car was then passed

to Martin Battye at MB Automotive to take care of all the electrickery; the wiring install is all thanks to his capable hands, as is the engine tuning. 'He's considered one of the best tuners in the UK,' Shaan explains. 'He's also part of the DSI drift team, incidentally, with his VR38DETT-powered S15 Silvia.'

There are many extreme

angles to this car, and the engine is chief amongst them, but the element that provokes the most questioning and stolen double-takes is the aesthetics of the bodywork. Shaan is all about the unique, and as soon as he'd decided to make this car the best of the best, he knew that he'd have to do something outlandish with the body addenda.

'I love the cutaway look where tyre is exposed, and the rear end also,' he says. 'The Toyota GT86 Rocket Bunny kit is awesome, and I took a risk on it and said 'Yes, we will make it fit!' It was a tough job, but we went for it and the end result is better than I expected. The lines and aggression of it are amazing, and I love the all-black look!' We have to say, the



**ENGINE**

3.0-litre Toyota 2JZ VVT-i straight-six, Borg Warner EFR 8374 turbo, custom Drift Street Imports inlet manifold, custom engine mounts, R32 cross-member, 6Boost exhaust manifold, custom GT-R front-mount intercooler, 350Z PAS pump with Diemax bracket, Audi TT coilpacks, ASNU 800cc injectors and fuel rail, custom AN fittings throughout and Mocal coolers, Aeroquip fixings from Matt Lewis Racing, Hemi 6.1 E-Throttle body, braided fuel lines, rear-mounted JZA80 Japspeed radiator custom fitted by Drift Street Imports, Syvecs S6 ECU

**TRANSMISSION**

CD009 350Z 6-speed gearbox, Collins adapter kit to JZ, ACT clutch, custom billet flywheel

**SUSPENSION**

Driftworks CS2 coilovers, Japspeed adjustable arms, TDP front lock kit, stitch-welded shell, reinforced rear subframe

**BRAKES**

Evo VI Brembo front brakes, R33 GTS-T rears, custom rear hydro setup

**WHEELS & TYRES**

9x18in (front) and 11.5x18in (rear) SSR SP3 wheels [drift wheels: 10x18in WORK VS-KF wheels], Achilles 123 drift tyres

**INTERIOR**

Bride Zeta FIA seats, Takata harnesses, remote hydro setup, Nickson Motorsport rollcage with Drift Street Imports strengthening bars, competition spec cut-offs, custom fusebox relocation, Sabelt steering wheel, Toucan touchscreen display (ECU gauges monitor)

**EXTERIOR**

Aerokit front bumper, Knight Racer side skirts, GT86 Rocket Bunny front and rear wings custom fitted by Drift Street Imports, Aerokit bonnet, custom vented bootlid, Aerokit lower spoiler, Auto Extreme roof spoiler

**THANKS**

'6Boost UK, Auto Extreme parts, Syvecs ECU, MB Automotive, Hel brake lines'



front end is pretty badass too – the decision to omit the lights from the nose makes a very bold statement about the car's sense of purpose. It's pretty intimidating.

The focus on intimidation continues beneath the arches, for it is 2015 and it's very important to let the rims do the talking – or shouting and screaming, in this case. Shaan is a bit of a wheel-whore, to coin a modern phrase, and managed to track down an obscure set of 18in SSR SP3s; 9in wide across on the front axle, and a robust 11.5in in the rear. 'A lot of people said I was crazy drifting on these wheels in competition, but I didn't care,' he

shrugs. 'Hell, even my dedicated drift wheels are 10x18in ET10 WORK VS-KFs!'

The car's had a few outings already with Shaan behind the wheel, qualifying in a couple of competitions and generally spreading a few smiles through the workshop, as the guys' brand-new build starts taking names with immediate keenness. 'The reliability has been great,' he asserts. 'The power is great, too, although it's on low boost due to a map sensor issue which when tuning meant we could only run 1.1 bar boost, making 400whp – it should be circa 600bhp+ when I change the sensor, but for now the power is

just so usable it easily spins up the 265 Achilles 123 tyres we run. Achilles Radial (EU) are our latest sponsor with a fantastic tyre; we need as much grip as possible and to have the leading drift tyre brand on board is absolutely amazing!'

This, then, is a bona fide success story – a true happy ending. The build went like clockwork from start to finish, the fellas at DSI are overjoyed with the enthusiasm of their sponsors, and this outlandish 2JZ-powered S14 is really showcasing what Drift Street Imports can do. They reached for the stars, they singed their fingertips, and they're very happy about that. **JP**



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# LUCKY NUMBER

ADAM HEYWOOD KEPT SEEING THIS MAZDA RX-7 FOR SALE, BUT NEVER AT THE RIGHT TIME. HE CROSSED PATHS WITH IT ONCE MORE WHILE LOOKING FOR A NEW PROJECT AND, LUCKILY, HE FOLLOWED HIS GUT AND THIS SEXY WIDEBODY SHOW CAR IS THE RESULT

WORDS: DAN GOODYER PICS: OLLIE WILDSMITH



**H**e flew over from Germany and put £18,000 on my desk, it was impossible to say no.' That's how Martial Arts expert Adam Heywood describes the sale of his MkIV Toyota Supra, a car that we featured in the March '13 Issue of *Japanese Performance* (#146). That car delivered a roundhouse kick to the face with its chunky Ridox bodywork and 19in Volk Racing GT-V wheels. This time around Adam started with an RX-7 that had some interesting mechanical mods but was definitely lacking in the looks department. As you can see from our photographer Ollie's handiwork, Adam has delivered a knockout once again.

'I'd seen the RX-7 for sale several times before,' remembers Adam. 'Something about it jumped out at me.' On some level Adam connected with this car before he'd bought it. A couple of times it slipped through his fingers. It was either the wrong time for him to buy or he was in the middle of another project. He explains: 'On my list of cars to own, the Supra was

number one and an FD RX-7 was number two. I also have an SW20 Toyota MR2 Turbo track car. When I sold the Supra I put some more money into that but, after a few months, I got the itch to build another show car.'

Luckily, it was at this time that Adam saw the RX-7 for sale once again. 'It was weird,' laughs Adam, 'I was searching the usual places; Pistonheads, eBay, and this just popped up. I definitely think someone was trying to tell me to buy it.' So that's exactly what he did. Adam drove 165 miles from Manchester to Galashiels in the Scottish Borders, with his best mate Mark. When he arrived, the house was nothing like he had imagined.

'It was massive. Like some kind of manor house. He was clearly a millionaire and his garage was bigger than my house! When you walked inside there was a full suit of armour on display in the hallway!' Adam explains that the seller was a Japanese gentleman who had the RX-7 parked among a collection of exotic cars including a Lamborghini Diablo, Bentley and an E-type Jaguar. When



Adam asked him why he had an RX-7 in his collection the seller replied: 'It is the Japanese sports car of the '90s. Its chassis balance made it the real driver's car from that era.'

It's hard to argue with his logic. The likelihood is that the modified RX-7 allowed this successful businessman to blow off steam, while the exotics were kept for posing. Adam says: 'The car had a good mechanical spec but looks-wise it was like a show car from the early 2000s, to be honest. Someone had spent a lot of money on it but it wasn't to my taste. It had twin headlights, some Lexus-style rear lights, a set of Sparco wheels and a huge C-West rear wing that must have cost a few quid, but I didn't think it suited the car. It was a bit tatty, too;

there were cracks in the bodywork, the interior was completely stripped out, but he had kept everything so it could be put back in. It needed work, and was a project, but that was perfect for me.'

Adam drove the car home and instantly felt comfortable in it. He later realised there was even more to his association with this car. Adam had bought his Supra from JM Imports and guess what car was printed at the top of that invoice? That's right, this one. 'It was the JM Imports demo car when it was first imported back in 2005! The thing is, it got even weirder than that,' Adam explains. 'A couple of days later I was in Asda, where my partner was in the clothes section and I was bored, so I started looking through the posters. I was



flicking through the set and there was one of my RX-7, the car I had literally just bought. It was surreal.

So with the messages from the car gods received and understood, Adam got cracking. He began by re-fitting the interior and removing the bodykit. As it turned out some expensive stuff came off the car. The bodykit was a genuine Mazdaspeed item including front bumper, sideskirts and rear spats. The spats were bonded to the original rear bumper but came off with some persuasion. While the 18in Sparco wheels had apparently cost Jurgen at JM Imports £2700 originally. There was nothing wrong with the parts *per se*, they just weren't to Adam's taste. He wanted a change to put his own stamp on the car.

Adam definitely has a distinct style he likes. He's a dished-

wheel, wide-body kind of guy. So the hunt was on for a decent widebody conversion. He drew up a shortlist of kits that had the look he wanted, the bolt-on style he had on the Supra rather than a smooth, blended-in version. That list included an RE-Amemiya kit and one from Fujita Engineering Evolutional Development (FEED) – two of the biggest names in RX-7 tuning in Japan. By now the project had picked up the nickname 'Red Dragon', while Adam had decided the FEED kit would give it the wingspan he was after. Getting hold of a kit direct from Japan was proving tricky, but then Adam found another way of solving the problem...

He contacted a chap on the RX-7 forums known as 'Ed RX7 Parts'. Ed, a die-hard RX-7 enthusiast himself and owner of a

previous *Japanese Performance* cover featured RX-7, is based in London, and with fingers in various automotive pies can supply a range of tasty turbos and bodykits. It was through Ed that Adam ordered a FEED-style kit from Shine Auto Project in California. To complement the FEED front bumper, wide arches and sideskirts, Adam also ordered an RE-Amemiya rear diffuser in carbon-fibre to attach to the de-spatted stock rear bumper, while a curved Japspeed high-level rear wing was bought to replace the straight C-West one.

Just as he was about to drive the car to the bodyshop, the master cylinder packed up and he had to wait while a replacement was delivered. Not being one to waste an opportunity, Adam filled in the

time by pulling the interior plastic trim off again to have it all flocked. In fact he had a go at the flocking himself, despite having zero experience. He went for red to match the exterior and the result is definitely eye-catching. Mounting the AEM air/fuel ratio gauge on the steering column surround is a neat touch, too.

This is fairly typical for Adam. He likes to get hands-on with his cars. He'll pay an expert where their skills will benefit the car, but if it's something he can tackle himself, then he's well up for it. Before the car hit the bodyshop, for example, Adam replaced the twin headlights with a set of factory pop-ups himself. This can be a pain as the wiring is often hacked about, but Adam was willing to give it a go. After the car returned from the bodyshop, Adam went about fitting the



carbon-fibre canards, side steps and rear diffuser at home, too. As the owner of four martial arts academies in the Manchester area and with a couple of tuned Japanese turbo cars to play with, it's fair to say Adam has a few quid in his pocket. However, he's not silly with it. As he says: 'If it's something I can do, then it's a waste of money to pay someone else to do it, plus I like learning new things and I enjoy driving the car around afterwards knowing that I've done a job myself.'

The whole car was resprayed in the end, but Adam decided to leave the carbon-fibre bonnet alone, and it's probably a good job he did. He explains: 'I was first told it was a Mazdaspeed

bonnet, and it was yellowing, so I thought about putting it up for sale on FD:UK, but when some of the guys on the forum saw the photos, they said it wasn't a Mazdaspeed bonnet, but only one person recognised what it actually was. It turns out that it's a Dreamworks Racing bonnet from Japan and, after asking around on the MazdaRotaryClub and FD:UK forums, I believe it's the only one in the UK. So I decided to keep it and have carbon specialists, Sycross, re-skin it so it looked like new.' In fact it appears that Dreamworks Racing in Japan may have built the car originally, before it was imported to the UK by JM-Imports all those years ago.

It's a similar story with the exhaust system, too, which is another extremely rare item from Japan that was already on the car when he bought it. Adam adds: 'The Mazdaspeed downpipe and centre-section are fairly rare anyway, but it's the rear silencer that no-one seems to have heard of. There was a sticker on the rear window with some Kanji and the letters ICT. The same Kanji is engraved in the tip of the exhaust pipe, and I've since found out it stands for Imagination Come True.' We get the sense that the previous Japanese owner wasn't just wealthy but also a keen petrolhead. It's very possible he bought the car because he

recognised the unusual high-end parts like these.

The suspension is another good example of the treasure Adam was lucky to find on the car. The dampers are labelled 'St Boseo', which Adam discovered is a re-branded version of posh Aragosta coilovers. He adds: 'They're one of the most expensive suspension brands in Japan and it really does handle. A couple of the dampers were leaking so I had them refreshed and now the ride is spot on. It's firm, but it corners like it's on rails, it's a completely different feeling to driving the big Supra. You feel really closed in behind the wheel of the RX-7, and it's eager to change direction and stop.'



#### WHEELY BIG DISH

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# 'THE 13B ENCOURAGES YOU TO REV EVERY GEAR TO THE REDLINE'

Nothing else sounds or pulls like a rotary either. Where the 2JZ had lots of torque, the 13B encourages you to rev every gear to the redline. It just wants to play!

With so much of the mechanical bits sorted and working well, there was no need to touch the engine, right? 'That's what I thought,' laughs Adam, 'But I just can't help myself!' The twin-rotor 13B-REW rotary was given a 'street' port in Japan, presumably by, or under the guidance of, Dreamworks Racing. Adam took the car to see Pip at WGT Auto Developments for some goodies and a mapping session.

Adam explains: 'A popular modification in the RX-7 world is to replace the original 550cc primary injectors with a set of the larger 850cc secondary injectors. So instead of having two 550cc and two 850cc fuel injectors, this engine now runs four 850cc instead.' With a big T78-33D

providing the boost, Pip mapped the car using an APEXi Power FC to the tune of 441bhp. This turbo features the slightly smaller turbine too, so it spools up a bit faster and the power delivery is a bit more flexible than the bigger versions. Four hundred-odd horsepower is more than enough to get the back end out and have some fun. Adam admits: 'It's a much more involving drive than the Supra, I love it. But it's made me want more already!'

Future plans include ditching the oil metering pump and switching to pre-mix. In other words, supplying the engine with lubricating oil through the fuel injectors rather than via the oilways in the block, which can get clogged up without you realising, then boom, new engine time. Adam has also started assembling a new fuel system, with 725cc primary injectors, massive 1650cc secondary injectors, a larger Bosch 450l/h fuel pump, billet fuel

rail and braided lines. He's also just purchased a Devil's Own methanol injection kit, so it's safe to assume more boost is definitely on the way, too.

It's great to see Adam back with another project, and if the reaction on the *Japanese Performance* Facebook page is any indication, he's smashed it once more. Wide arches and dished wheels make any car look better, but when building a show stunner from a car that has already been modified, knowing what parts to keep is just as important as choosing what items to add. By carefully analysing what he had to start with, Adam was able to sell the parts he wasn't keen on and managed to keep hold of the rarer items that help make this car special. He was lucky to get another chance with this RX-7 and he took it with both hands and now has a fire-breathing Red Dragon to scare his passengers with. □

## ENGINE

13B-REW Wankel twin-rotor, extended 'street' port, GReddy T78-33D single turbo conversion, APEXi Power FC mapped by Pip Gardner at WGT Auto Developments, Mazdaspeed down pipe, Mazdaspeed mid pipe, Imagination Come True rear silencer, Trust GReddy 3-row front-mounted intercooler, 850cc primary injectors, 850cc secondary injectors, Nismo fuel pump, HKS ignition amplifier, Ron Davies radiator with twin electric fans, SFS silicone hoses, polished oil catch tank Power: 441bhp

## TRANSMISSION

OEM 5-speed manual gearbox, Exedy twin-plate clutch, short shifter, 2-way limited slip differential, Mazdaspeed power plant frame, rear differential brace

## BRAKES

Project Mu floating discs with OEM calipers and Ferodo DS2500 pads, OEM rear discs with Ferodo DS2500 pads, braided brake lines

## SUSPENSION

St Boeso (Aragosta) fully-adjustable coilovers, aluminium suspension arms, carbon-fibre rear strut brace with V-mount chassis brace

## WHEELS & TYRES

9.5x18in +15 (front) and 10.5x18in +1 (rear) Work VS-XX alloy wheels with 235/35/18 (front) and 265/35/18 (rear) Lassa Impetus Sport tyres, Japspeed gold wheel nuts

## INTERIOR

Bride front seats re-trimmed in red leather, Momo steering wheel, flocked red dashboard insert, Defi BF gauges (oil temperature, oil pressure, water temperature, turbo boost pressure) with controller, AEM UEGO air/fuel ratio gauge, Blitz SBC boost controller, Billion electronic fan controller, flip-out touch-screen DVD and Sat Nav headunit, GReddy gearknob, APEXi Power FC OLED controller in R-Magic holder

## EXTERIOR

Full Feed replica wide-arch kit made by Shine Auto Parts in the USA consisting of front bumper, front wings (+25mm), carbon-fibre side skirts, rear arch extensions (+40mm), Dreamworks Racing bonnet, carbon-fibre headlight covers with vented driver's side, Japspeed carbon-fibre rear wing, '99 spec rear lights, Top Secret-style carbon-fibre rear diffuser with vortex generators, carbon-fibre exhaust guard

## THANKS

EdRX7Parts for the bodykit, FD:UK for lots of friendly info, and Mark Gregory for being a chauffeur on all my RX-7 related travels



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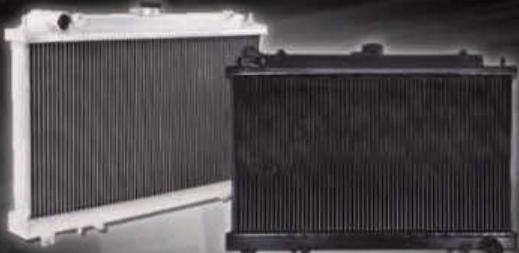
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# MISSION: POSSIBLE

BUILDING A CAR THAT CAN WIN SHOW SILVERWARE, TEAR UP THE TRACK AND STILL BE DRIVEN HARD ON THE STREET IS A FEAT THAT VERGES ON THE IMPOSSIBLE, BUT ROB KOTHENBEUTEL'S 900BHP EVO IX TICKS ALL THE BOXES, AND THEN SOME...

WORDS: DAN SHERWOOD PICS: VIKTOR BENYI



**F**rom the lowliest hybrid-powered econoboxes to the rip-snorting time-space continuum-bending ultra cars that seem to be forever pushing the laws of physics, all cars have wheels and some form of engine to power them, therefore all conform to do their part to fulfil their roles as modes of transport. Yes, some may be able to rearrange your face with just a millimetre of shoe leather deployed on their accelerators, while some may be able to carry out the shopping run and fit your buddies in the back for a night out, but rarely are they suitable for both, as different disciplines generally require different compromises. This means that whatever car you own, at some point the driving

experience is likely to be compromised, and to most, this is just a fact of life...unless you're US-based Evo fan Rob Kothenbeutel, that is!

Hailing from Renton, a town in the Pacific north west of the USA, Rob doesn't seem to believe in compromise, he likes to have his cake and eat it... followed by ice cream and a beer chaser (probably)! You see, Rob is a typical car guy, in that he wants a car that will be able to make people's jaws drop when parked up at a car show. Which is fair enough. But he also wants a car that is able to set lap records at his local circuit. Not only that, but he wants to have a daily driver that he can use both on the shopping run and be able to

rag to within an inch of its mechanical life on the streets everyday, too. Now, while most sane people would look at this unholy trinity of requirements and simply accept that meeting them all will come with a host of compromises, or stump up the readies to become the owner of a fleet of disparately tuned weapons, a different singularly-focused ride for every occasion, Rob was adamant that one car should, and could, do the lot. Enter his stunning Mitsubishi Lancer Evolution IX.

'My main goal for the design and the build of the Evo was always to be a show car that retained its full interior and street driving manners, but that was fully track legal at the same time,' laughs Rob as he recalls

his impossible mission statement for the then stock Lancer. 'The idea was that I could drive it to the grocery store or a night at the movies, then drive it to a show or a trackday where it could hold its own in both.'

Like many petrolheads before him, Rob's entrance into the addictive world of automotive tuning was never initially intended, but soon snowballed after a few small modifications to his first car turned into a full-on rebuild.

'My first car was a '99 Mitsubishi Eclipse, which was the car that started all this off,' chuckles Rob. 'I started making small improvements to it but ended up tearing the whole thing apart and rebuilding it all



myself. My family used to refer to it as 'Frankenstein' as I took nearly everything apart on that car before mixing and matching new and uprated parts to make it what it was. I still own it, too, and love it! But now it takes more of a back seat to the Evo, in fact, it features a lot of the hand-me-down parts from the Evo; things such as the brakes, wheels and seats have all been recycled onto the Eclipse!'

But as great as the Eclipse is, Rob had always hankered after Mitsubishi's rally ace.

'Ever since I saw Jackie Chan tearing around the streets in an Evo IV in the movie 'Who Am I', I just had to have one!' enthuses Rob with a smile. 'Luckily in 2008 I found a completely stock Evo IX for sale and snapped it up. It was in great condition and I was so pleased with my new purchase. Back then, I never intended on tuning it though...'

As practically every car nut knows, the Lancer Evo is such a great platform for a project car. Not only is it one of the quickest point-to-point road cars on the planet, but it's also one of the best starting points to build a balls-out racecar, too. To this day Echos are still one of the fastest cars around such famous circuits as Tsukuba, Willow Creek, and most recently Sydney Motorsport Park in Australia, where the Tilton Interiors Evo IX not only took the top spot of the World Time Attack Challenge for the third year in a row, but also nabbed the lap record. And that's to say nothing about the countless WRC victories the Evo has under its belt!

'When you think of the Evo's abilities, it was pretty inevitable that I was going to start to modify it at some point, especially after owning the Eclipse,' says Rob. 'But I never

planned on going as far as I have, that's for sure!'

Rob is one of those brave do-it-yourself types, you know, the ones that tend to lock themselves away in their garages over the winter months and busy themselves by beavering away on their respective builds, ready to unveil the fruits of their labour to the world when the weather improves and the show season kicks off in the spring.

'I'm pleased to say the build was done primarily by myself,' Rob reveals with a rightly proud air of achievement. 'I'm not a qualified mechanic or anything, but I've just never been afraid to try something and figure things out along the way – I always say that the best way to learn is from your mistakes, after all!'

The main bulk of the project kicked off in 2013, with a full body treatment courtesy of a Version 09 bodykit from Varis

Japan, which included a very rare set of extended carbon fibre side sills, all heavily accented by a host of other goodies made from the lightweight black weave, most noticeably the Seibon carbon-fibre door skins and a carbon-fibre roof skin.

Bel-Kirk Body Shop in Kirkland, Washington was the firm responsible for making the entire body treatment fit so well, including flawlessly widening the rear arches to give an extra inch of girth on each side, plus laying down a beautiful paintjob in Glacier Frost Mica – a hue lifted directly from the palate of the Lexus IS250 – complete with red pinstripe accents on the bonnet and huge rear wing.

'I carried the red accent theme onto the wheels, too, with a set of Volk Racing TE37RT wheels finished in burning red,' explains Rob.

Sized at 10x18in with a

## 'HOUSED WITHIN THE BLOOD RED SPOKES ARE ENDLESS BIG BRAKE KITS FRONT AND REAR'





+29mm offset all round and wrapped in sticky 275/35/18 Falken RT615K tyres, the lightweight wheel and rubber combo looks amazing tucked under the Evo's swollen arches and does a great job of keeping the car stuck to the Tarmac during spirited driving sessions.

Housed within the blood red spokes is a pair of massive Endless big-brake kits. Packing a set of six-piston calipers and 14in slotted discs at the front and four-piston calipers and 13in slotted discs at the rear, both using Endless Street Performance pads, the brakes on Rob's Evo offer huge stopping power with excellent

feedback, which in turn inspires Rob with the confidence he needs to brake much later than you'd imagine possible on both road and track.

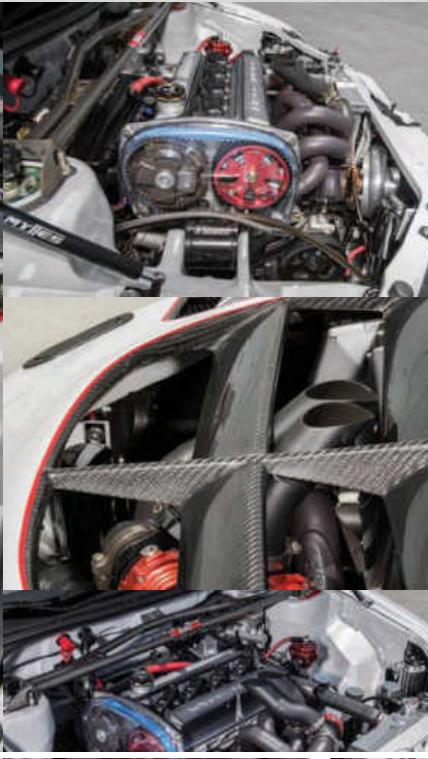
'As the ability to work flawlessly on both road and track was an important aspect of the build, it was essential that the suspension be easily adjustable to allow it to be adapted to be suitable for both scenarios, too,' says Rob. 'This is why I chose a set of Tein Flex coilovers with their trick in-car adjustable EDFC unit.'

TEIN's clever electronic damping force controller allows remote adjustment of the struts' damping force from the comfort

of the driver's seat with just a press of a button on the digital display. Paired with a Whiteline front anti-roll bar and droplinks, as well as a Perrin ARB in the rear, plus a full array of uprated bushes from Energy Suspension, the suspension is excellent and has totally eliminated the vague, squishy feel of the stock setup. And with the majority of the Cusco catalogue also accenting the Evo's undercarriage, as well as multiple Laile and Beatrush aluminum underpanels and skid guards, you could say that Rob's got all bases covered when it comes to the Misti's handling ability.

Inside the IX, Rob's attention to detail is further evident as the car is equipped with a custom six-point weld-in rollcage courtesy of Northrup Fabrications in Seattle. This comprehensive 'cage is finished in complementing body-colour and surrounds a pair of Maziora-backed Bride Gias recliners with Sparco harnesses. Along with a Sparco quick release steering wheel, the supportive seats really steal the show at the front, while the rear bench, dash panels and doordrags are all trimmed to match.

'I also installed a custom-fit wideband AFR gauge into the





stock cluster, along with a pair of AEM digital gauges mounted in the dash trim which provide useful information when taking the car to the limit,' Rob says.

But as nice as the interior and exterior look, and as good as it handles and stops, it's the power that is perhaps the most impressive aspect of Rob's Evo.

'Evos were built with great performance out of the box – it's probably the number one reason we all love them – but for me, this track-inspired build needed to be more than purely aesthetic and transforming the engine to match was a big part of the plan,' Rob explains.

And he's not kidding! The IX now packs a real sledgehammer punch with over 900bhp at Rob's disposal

thanks to a stroked 2.4-litre 4G64 block, fully rebuilt from the bottom up with the best forged parts available and force-fed by a Forced Performance Super 99 T4 twin-scroll turbocharger. A Nitrous Express kit is also in place for additional power and to freeze the mammoth five-inch core of the ETS front-mount intercooler.

A ceramic-coated JDL Auto Designs forward-facing twin-scroll manifold with three external wastegates has been mounted to the block and supports the monster blower. Two TiAL MVS gates blow the hot gases through the bonnet ducts while a single 60mm wastegate hangs under the car, freeing up the exhaust to keep the turbo spinning. The waste

gases then exit out the back via a 3in Tomei Extreme Titanium cat-back exhaust system.

'The sound that the Evo makes at full chat is simply amazing!' says Rob with a grin. 'And the smell of the E85 fuel that the car runs on is quite unmistakable as well!'

Thankfully the ethanol-based fuel is relatively easy to come by in Rob's area of the US, but even if he can't fill up with the high octane juice, an AEM V2 ECU, carefully tuned by Lucas English of English Racing, features a flex fuel system which ensures that the fire breathing IX can handle any type of petrol it's fed! The engine bay remains aesthetically pleasing, too, as you would expect from a show

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**FABRICATIONS. THANKS**  
**MOST OF ALL TO MY**  
**PARENTS; BOB AND KARLA,**  
**FOR ALL THEIR LOVE AND**  
**SUPPORT OVER THE YEARS,**  
**THE CLARKS AND EVERYONE**  
**AT BEL-KIRK BODY SHOP**  
**WHO ARE MY SECOND**  
**FAMILY!**

winning build, with many colour-coded accents and a full custom bay shave and complete wire harness rebuild and tuck to boot!

'I've really enjoyed putting this car together, and although it's easy to get carried away



**ENGINE**

2.4-litre, 4-cyl. 16v 4G64 stroker block, Eagle 100mm forged crankshaft, Wiseco pistons, 9.0:1 CR, MAP Performance steel connecting rods (long rod 156mm), ARP main studs, balance shaft delete, MAP Performance head studs, MAP Performance Mivec feed solution, Cometic head gasket, ACL main and rod bearings, ported Mivec head street/strip, GSC R2 Mivec camshafts, GSC super chromoly oversized intake valves, GSC black nitride coated oversized exhaust valves, upgraded manganese valve guides, Kiggly bee hive titanium valve springs, Kiggly HLA, Tomei adjustable exhaust cam gear, Gates timing belt, Zaklee cam gear cover, Mishimoto half radiator with slim fan, A/C deleted, Spoolinup coil-on-plug, baffled catch can, Magnus V5 intake manifold, S90 70mm throttle body, ETS 3in upper intercooler pipe, TiAL Q blow off valve, ETS front-mount intercooler, JDL Auto Designs forward facing T4 twin-scroll turbo kit, dual TiAL MVS 38mm wastegates, Forced Performance Super 99 HTZ turbo, 3in open dump testpipe with 60mm wastegate, Tomei Extreme full titanium cat-back 3in exhaust, Magnus fuel rail, braided fuel lines, Fuel Lab fuel pressure regulator, Full Blown twin fuel pumps with dual Walbro 450lph e85 pumps, FIC 2150cc fuel injectors, B&M oil cooler, Mishimoto polished coolant and power-steering reservoirs, AEM V2 ECU tuned on flex fuel e85/pump, Nitrous Express intercooler chiller with 10lb bottle

**TRANSMISSION**

Stage 3 TRE 5-speed transmission, Evo IX 1st, 2nd gears, Evo VIII 3rd, 4th, 5th gears, HKS 4.11 final drive, shot peened/cryo treated full 5-speed conversion from MR 6-speed, TRE-built front transfer case with Wavetrac LSD, TRE-built unlocked rear differential, Torque Solutions driveshaft carrier and rear differential bushings, Torque Solutions engine mounts and exhaust hangers, Exedy triple plate clutch, B&G short shifter, Solid shifter bushings

**SUSPENSION**

Tein Flex coilovers with EDFC, DC Sports front and rear titanium strut braces, Whiteline 24mm front anti-roll bar, Perrin 26mm rear anti-roll bar, Cusco power brace, Cusco type II, FC, FS and C lower braces, Energy Suspension bushes

**BRAKES**

(front) Endless 6-piston calipers with 14in slotted discs, (rear) Endless 4-piston calipers with 13in slotted discs, Endless Street performance pads and stainless lines all round, brake ducting mounted to undertray, Beatrush/Laire Aluminum front undertray, ATE super blue brake fluid

**WHEELS & TYRES**

10x18in ET29 Volk Racing TE37RT wheels in 'Burning Red' with 275/35/18 Falken Azenis RT615K tyres

**EXTERIOR:**

JDM rear bumper, JDM Evo VIII MR headlights, tail lights and indicators, Seibon carbon fibre boot, CWII bonnet, and doors, Mynes hood dampers, Varis version 09 full kit including front bumper with carbon lip, carbon super canards, carbon oil cooler duct, side skirts with carbon super runners, 10mm wide front fenders with carbon diffusers and three-piece carbon rear diffuser, 1450mm Euro GT carbon wing, carbon exhaust heat shield, widened rear quarters, roof overlaid with carbon fibre, APR carbon fibre GT3 mirrors, Nagisa Auto GT front tow hook, full respray in Lexus 'Glacier Frost Mica', engine bay 'shaved' and painted to match

**INTERIOR**

Bride Maziora Gias limited edition driver and passenger seats with Bride upholstered interior door cards and rear seat to match, Sparco Competition harnesses, Sparco Silverstone 320mm steering wheel with NRG Innovations short hub and quick release, Blox Titanium 490LE shift knob, black suede headliner and interior panels, Optima Yellow top battery relocated to trunk, full wire tuck and rebuilt main engine harness, AEM digital boost gauge, AEM digital oil pressure gauge, Innovate LC-1 wideband with gauge custom mounted in instrument cluster



# 'THE SMELL OF THE ETHANOL BASED E85 FUEL IS UNMISTAKEABLE'

and sometimes build a car which is very compromised, I'm so pleased with the way the car looks, drives, rides and handles, both on road and track – and the power is simply mind-blowing! It's very linear in its delivery, with a small amount of lag down low,

but nothing the top end doesn't make up for as it launches you in your seat, crying like a baby.'

So has Rob accomplished his dream to build a car with no compromises that can wow showgoers, shame circuit slayers and still stay usable on the road?

Well, if watching his carbon clad creation scream down the palm-lined streets of Renton on full boost is anything to go by, we'd say a definitive 'yes'. Though, hopefully, this will be one impossible mission that won't self-destruct in five seconds...JP





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# NUCLEAR

# ASSAULT!

NOT CONTENT WITH CONQUERING THE EUROPEAN GYMKHANA SCENE, DMITRIJ SRIBNYJ IS PREPARING TO LAUNCH AN ATTACK ON THE CONTINENT'S RALLYCROSS TOURNAMENTS FROM WITHIN THE CONFINES OF AN IMPREZA WRX STI TYPE RA BUILT BY SUBARU SPECIALIST, SCOOBY CLINIC...

WORDS: DAN FURR PICS: DAN SHERWOOD



# 'I FELL IN LOVE WITH RALLYCROSS AFTER SPECTATING AT A ROUND IN FRANCE'



**R**egular readers may remember Dmitrij Sribnyj's Speedline-shod gymkhana Impreza from its explosive appearance on the cover of the June 2014 edition of *Japanese Performance*. Built by celebrated Subaru tuning outfit, Scooby Clinic, the 420bhp track warrior has carried its proud pilot to a remarkable series of race results that has included forty podium finishes and four consecutive Gymkhana GRiD European championship titles.

Perhaps even more impressive than his haul of silverware is the fact that the 35-year-old Peterborough resident has beaten Ken Block at his own game on more than one occasion. 'Ken is a top driver with superb racing skills, but my Impreza was more than capable

of holding its own against his modified Ford Fiesta, ultimately resulting in victory for me on Spanish soil after my one-on-one battle with the man from Long Beach,' he beams.

To the surprise of those who consider Block to be the undisputed king of gymkhana, Dmitrij further bolstered his own reputation as a force to be reckoned with by beating the DC Shoes co-founder during a second head-to-head at the recent Gymkhana GRiD European Gauntlet tournament held at Northamptonshire's Santa Pod Raceway. Up against the Hoonigan's mega Monster Mustang, Dmitrij produced a convincing win, and one that goes some way towards highlighting just how effective his partnership with Scooby

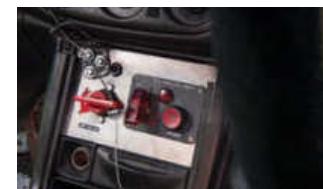
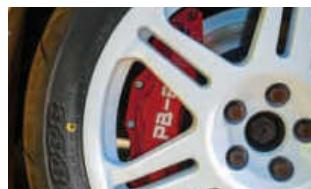
Clinic has been over the years.

It was a trip to France at the back end of 2014, however, that would act as the catalyst for his participation in rallycross competitions. 'I was invited to join Ken and a host of other motorsport stars on a Monster Energy promotional tour that gave us the opportunity to witness the company's rallycross team strut its stuff,' he continues. 'It's fair to say that nothing prepared me for the sight and sound of a 70,000-strong trackside audience! I was also amazed by the fact that every part of the rallycross course could be seen no matter where I found myself standing,' he gasps.

An invitation to wander around the garages of participating teams exposed

Dmitrij to an incredible variety of vehicles that had been assembled for use on the mixed-surface circuit. 'I came away from the event in awe of what I'd experienced. It was the start of my intense love for rallycross, and I knew that I had to get involved in the sport from that point onwards!' he says.

Entering the Scooby Clinic gymkhana car into rallycross wasn't an option due to vastly different vehicle safety requirements between the two disciplines. Besides, Dmitrij needed to obtain a Motor Sports Association (MSA) driver's licence before he could approach the British Trial Drivers Association (BTRDA) with a request to sit on the starting grid of the organisation's UK-based



**BADGE OF HONOUR**  
DESIGNED FOR COMPETITIVE RACE AND RALLY USE, THE FIRST GENERATION SUBARU IMPREZA WRX TYPE RA STI WAS MUCH LIGHTER THAN NON-RA VARIANTS THANKS TO THE REMOVAL OF ITS SOUNDPROOFING, THE USE OF MANUAL WINDOW WINDERS IN PLACE OF HEAVY ELECTRIC WINDOW MOTORS, NO AIR CONDITIONING, NO RADIO, QUICK RACK STEERING AND THE ABSENCE OF AN ANTI-LOCK BRAKING SYSTEM. SHORTER GEARING, DCCD (DRIVER CONTROLLED CENTRE DIFFERENTIAL) AND A CLOSE-RATIO TRANSMISSION WERE ALSO STANDARD FEATURES OF THE 275PS MODEL. THE RA VARIANT WAS ONLY AVAILABLE FROM FACTORY AS A JAPANESE MODEL, HOWEVER SEVERAL OF THESE MADE THEIR WAY ACROSS THE GLOBE TO THE UK, BUT AS DMITRIJ'S CAR PROVES, THIS CLASSIC INCARNATION OF THE EARLY IMPREZA REMAINS POPULAR REGARDLESS OF THE BADGE THAT IT WEARS



rallycross competition. Lacking a suitable car and a valid licence, the odds appeared to be stacked against him.

Meanwhile, Scooby Clinic's head honcho, Kev Knight, was wondering what he should do with an Impreza track veteran that was collecting dust in the corner of his workshop. Originally built for the popular Time Attack series, the car had spent five years in a state of suspended animation since retiring from racing. 'The static Subaru featured many of the same MSA safety features that are a requirement for rallycross machines,' explains Dmitrij. 'The car's engine and transmission may have seen better days, but it represented the perfect platform from which to start my rallycross career,' he smiles. Fortunately, Kev was in agreement, and the two petrolheads drew up a plan of action that would see the otherwise redundant Impreza take part in the final BTRDA rallycross round of 2014.

Event co-ordinator, John

Rook, provided essential information that would help Scooby Clinic to prepare the car for its impending appearance at Croft, but he was unable to do anything about the two-week deadline that the team had to work with! 'I joined Kev and his talented team of spanner wielders in a tiring fortnight of fettling that saw the Impreza roll off of the workshop ramps at two in the morning on the day of the race!' laughs Dmitrij. 'I'd managed to obtain my MSA licence, but we really were up against the clock when it came to the car. Nevertheless, we managed to load it onto a trailer in the dead of night before embarking on the three-hour trek to Croft. I think I had two subsequent hours of sleep before my alarm awoke me in time for the first race of the day!' he chuckles.

Competing in the 'Super Modified' class for turbocharged, all-wheel drive vehicles, Dmitrij put on an impressive display, although in truth, his was an exercise in

familiarising himself with a driving environment that required precision manoeuvring in close proximity to other racing cars; years spent whizzing around the uncluttered circuits of gymkhana and Fueltopia Barrel Sprint events were a world away from the rough-and-tumble that he now found himself having to contend with. As a fact-finding mission, all the right boxes had been ticked, but his car's overworked engine gave up the ghost in dramatic fashion during the weekend's last round of racing.

Advertised for sale as a rolling shell, the impotent Impreza moved onto pastures new a short while later, leaving Dmitrij to wonder how he would be able to participate in the 2015 BTRDA Clubmans Rallycross Championship without a car. He need not have worried – Kev told him that another battle-scarred example of Subaru's finest had landed at the Scooby Clinic workshop following years spent entertaining 'red letter day' thrill

**POWER SHIFT**  
**TO COPE WITH THE STANDING STARTS AND CONTINUALLY CHANGING SURFACES IN RALLYCROSS, DMITRIJ NEEDED A STURDY GEARBOX THAT COULD HANDLE THE ABUSE. THE PFTZNER PERFORMANCE GEARBOXES (PPG) SIX-SPEED STRAIGHT-CUT SEQUENTIAL GEAR SYSTEM FOUND IN DMITRIJ'S IMPREZA IS DESIGNED TO COPE WITH THE DEMAND OF RACE, RALLY, SPRINT AND HILL CLIMB COMPETITIONS. WITH A SPEED OF OPERATION AND LOW FRICTION LEVELS USUALLY ONLY FOUND IN HIGHER LEVELS OF MOTORSPORT, PPG'S SEQUENTIAL SYSTEMS INTEGRATE WITH MODERN ECUS TO PROVIDE CLOSED LOOP STRATEGIES THAT ARE CAPABLE OF DELIVERING SUB-70MS GEAR SHIFTS IN CONJUNCTION WITH A STATE OF THE ART GILL-BLADE 360° ROTARY SENSOR (GILL SUPPLIES SENSORS TO FORMULA ONE TEAMS). SHOT-PENNED STEEL BILLET FORKS AND GEARS, PRECISION ENGINEERED TOOTH PROFILES AND AN ABILITY TO DROP STRAIGHT INTO AN OEM GEARBOX CASING MAKES THIS SYSTEM AN EXCITING PROSPECT FOR RACE-READY SUBARU OWNERS, WHILE A T606 BILLET ALUMINIUM GEAR STICK AND AN LED DISPLAY KEEP DRIVERS FIRMLY IN TOUCH WITH THEIR TRICK TRANSMISSIONS. IT'S SO GOOD THAT DMITRIJ ALSO USES IT IN THE SCX GYMKHANA IMPREZA, TOO!**  
VISIT WWW.PPGEARBOX.COM.AU OR CALL 07715 11046 FOR THE FULL TECHNICAL SPECIFICATION

seekers on Scandinavia's icy plains. Already kitted out with much of the equipment expected of a serious competition car, the new arrival was a genuine 1994 'Race Altered' (RA) Impreza WRX STi ripe for first-rate rallycross action. Unsurprisingly, Dmitrij was only too happy to hop into its driver's seat!

invested in bringing the car up to scratch, with Dmitrij paying particular attention to the appearance of his new ride.

'Getting any racing car to stand out in a crowd populated by lairy four-wheelers is certainly a challenge,' he concedes. 'Bright colours and Scooby Clinic branding were always going to be the focal

clear when Dmitrij tells us of his early life spent in the now-abandoned former Soviet district of Pripyat. 'My home town is located alongside the ill-fated Chernobyl nuclear power station,' he confirms. 'My earliest memory is of seeing helicopters drop water, sand and lead onto the flames erupting from reactor number

radioactive symbols that decorate a large part of his rallycross ride as a tribute to the countless men and women that died (or continue to suffer from severe long term illness) as a consequence of their role as Chernobyl's 'liquidators' (civil and military personnel who were called upon to deal with the fallout of the catastrophic

# 'A PPG SEQUENTIAL GEARBOX ENSURES SUPER FAST SHIFTS'

Powered by a closed-deck forged EJ20 equipped with a 2.1-litre stroker kit, the car was soon being treated to polycarbonate windows, additional rollcage door bars, kill switches, an integrated fire safety system and an MSA-approved seat and safety harness. Long nights and seemingly endless hours were

point of the new Impreza's finished livery, yet I wanted to incorporate design elements that had special meaning for me on a personal level. It is with that in mind that the car is covered in luminous yellow nuclear warning graphics,' he adds.

The significance of this striking iconography becomes

four shortly after it exploded in April 1986. We were evacuated two days after the world-changing incident. Understandably, we had no idea of the significance of what had happened until much later. Our anticipated return home was postponed...indefinitely,' he sighs.

He has introduced the

nuclear accident). There's no doubt that his efforts have achieved their objective in so far as they have wrapped the body of the RA in an eye-catching coat of colour, but they also serve to remind us of the Chernobyl disaster on the eve of its thirtieth anniversary.

With the car producing a proven 350bhp, it was time to



# TECHSPEC



## GAME CHANGER

**ON THE 26TH APRIL 1986, ONE OF FOUR NUCLEAR REACTORS AT THE CHERNOBYL POWER STATION EXPLODED. THE INCIDENT OCCURRED WHILE FIVE-YEAR-OLD DMITRIJ SRIBNYJ SLEPT IN THE ADJOINING TOWN OF PРИПЯТ - AN AREA THAT REMAINS DESERTED TO THIS DAY THANKS TO DANGEROUSLY HIGH LEVELS OF CONTINUED NUCLEAR CONTAMINATION. THE ACCIDENT CAUSED HUGE AMOUNTS OF RADIOACTIVE MATERIAL TO BE PUMPED INTO THE EARTH'S ATMOSPHERE, SENDING A TOXIC CLOUD OVER MOST OF WESTERN EUROPE. SOME SOURCES QUOTE DEATHS AND SERIOUS ILLNESS AS A CONSEQUENCE OF EXPOSURE TO THE FALLOUT TO EXCEED 300,000, ALTHOUGH QUALIFYING THOSE CLAIMS IS VIRTUALLY IMPOSSIBLE DUE TO THE VAST AREA COVERED AND YET-TO-BE DIAGNOSED ILLNESSES IN THOSE WHO WERE CHILDREN OR YOUNG ADULTS AT THE TIME. WHATEVER THE TRUE FIGURE TURNS OUT TO BE, WE'RE GLAD TO SEE DMITRIJ LIVING LIFE TO THE FULL, AND WE WISH HIM THE VERY BEST OF SUCCESS WITH HIS RACING CAREER**

let Mr Sribnyj loose on Carmarthenshire's Pembrey Circuit for the first round of this year's BTDRA rallycross tournament. A first place finish satisfied both him and Kev, with second place secured in the rounds that followed during June and July. Unfortunately, Lady Luck was notable by her absence at the fourth round in September – the car's seasoned race engine and differential exploded in spectacular fashion!

'Every cloud' and all that:

Kev and Dmitrij have been working tirelessly in a bid to equip their sensational Subaru with a new two-litre lump. Featuring a fully forged EJ20 closed deck engine, Version 5 STi cylinder heads, an SC42 billet turbocharger, a Forge Motorsport 45mm restrictor (a BTRDA requirement), Samco silicone hoses and a bespoke Pace Products top-mounted intercooler, the nuts and bolts are managed by a Syvecs S6 ECU and a custom map that are producing an estimated 400bhp.

'The additional displacement offered by the 2.1-litre engine meant that we had to add 80kg to the car in order to maintain a level playing field at the track. Dropping to two-litres should deliver an immediate improvement over my earlier performances at Pembrey when I return to Croft for the final round of the championship in November,' says Dmitrij.

Assisting him in his quest to make up for lost time is a Pfitzner Performance six-speed sequential gearbox. High-stress XYZ coilovers that improve his car's handling abilities across both gravel and Tarmac also offer a helping hand, while PB six-pot anchors with 330mm discs and performance pads offer enhanced stopping power.

Toyo Proxes R888R tyres do a fine job of sticking the car to the varying surfaces and driving conditions that it finds itself having to cope with, but it is perhaps Dmitrij's drive to succeed that will prove to be this Impreza's most important feature. 'I want to win the World Rallycross Championship,' he says. If his continued gymkhana success is anything to go by, there's every chance that he might well reach that goal in the not-too-distant future. But whatever the final outcome of his burgeoning racing career, one thing's for sure – he's sure having a blast getting there! 

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## ENGINE

2.0-litre, 4-cyl, 16v EJ20 boxer four, fully forged internals, closed deck block, Version 5 STi cylinder heads, Version 7 STi Inlet and throttle body, SC42 turbocharger, Forge Motorsport 45mm restrictor, Pace Products top-mounted intercooler, Samco Sport Xtreme hoses, Syvecs S6 ECU, custom map

## PERFORMANCE

400bhp (estimated)

## TRANSMISSION

All-wheel drive, Pfitzner Performance six-speed straight-cut sequential gear system with a balanced Exedy Hyper twin-plate clutch

## SUSPENSION

XYZ High stress coilovers all round

## BRAKES

PB-6 six-piston front brake kit with 330mm grooved discs, R180 rear hubs with twin-piston calipers, performance brake pads

## WHEELS & TYRES

7.5x17in Speedline multi-spokes painted white with Toyo Proxes R888R semi-slick tyres

## EXTERIOR

All original body panels, polycarbonate side and rear windows, factory WRX STi high-level boot spoiler, MSA-approved yellow rallycross mud flaps, custom Scooby Clinic 'radioactive' race livery, sponsor graphics

## INTERIOR

Corbeau Revenge seat with SCR and Monster Energy stitching, Luke four-point safety harness, MSA-approved multi-point rollcage painted black, integrated fire extinguisher system, ignition cut-off switch, Sparco three-spoke steering wheel

## THANKS

Kev and the team at Scooby Clinic, Pfitzner Performance Gearboxes, Toyo Tires, Forge Motorsport, SamcoSport, PB Brakes, Shining Monkey UK, Millfield Auto Parts, Syvecs, Ravenol High Performance Lubricants, MOTUL, APC Overnight, TJM Hussey, Corbeau Seats, Koden Helmets





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# GAME CHANGER

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WORDS: DAN GOODYER PICS: DAN SHERWOOD



**W**hen the Nissan Skyline R32 GT-R first shot to fame in the UK, it really caught our eye. Here was a car that was so fast there were rumours it had been banned from motorsport because it rendered its competition obsolete. A car nicknamed Godzilla. We loved the twin rear lights, the silky note of its straight-six engine and marvelled at how much traction it had. It seemed like it was from another world. In performance terms, the R32 GT-R road car was ahead of its time. What really sparked our interest, however, was the effect tuning had on it.

For anyone brave, clever or bonkers enough to fiddle with a car that ordinary folk already

considered fast enough, the rewards were huge. Tuning provided the key to unlock the R32 GT-R's hidden personality. If the standard road car could be likened to Dr. Jekyll, then adding a larger exhaust, some more boost, a set of brake pads and some sticky tyres was enough to unleash Mr Hyde. Going further with forged engine internals, differentials and track suspension was akin to poking said lunatic with a stick. In short, it would destroy anything it came across on the road or track.

Which is exactly what happened on the race tracks of Japan. This exact car was built and raced by the famous HKS tuning company in Japan. At the time, they were a relatively small outfit with big ambitions. This car

represents their brave first steps into the lion's den. They decided to go head-to-head with factory-backed racing teams and established names from the motorsport world. This car entered a couple of races in 1992 as a test, before competing for the Group A Touring Car Championship in 1993.

We are introduced to the car by HKS Europe Director, Masaya Yumeda. Rebuilt at HKS HQ in 2010, the car is on something of a world tour, but Masaya has managed to delay its stay here in the UK, taking it to various shows and events throughout 2015. With a stash of well-thumbed GT-R magazines from Japan and some inside information from HKS, Maz helped us uncover some fascinating facts about



both this car and the GT-R in general. Including the story behind that distinctive HKS colour scheme, and how the GT-R ended up with a 2.6-litre engine in the first place.

Let's start with how the GT-R was designed, because it relates directly to this car. In short, Nissan designed the R32 GT-R road car to end up with the fastest Group A racecar possible. Worked backwards from the existing Group A regs at the time, Nissan ensured the GT-R would destroy everything in its path in Group A and hopefully beyond. Which is exactly what it did.

When the R32 GT-R hit Group A for the first time in 1990, it won. More specifically, a GT-R qualified on pole position before all three podium places were filled by GT-Rs. The competing Sierra Cosworth RS500s and Mk3 Toyota Supras couldn't get near

them. In fact, between 1990 and 1993 every single Group A touring car race in Japan was won by a Nissan Skyline R32 GT-R. That's an impressive run of 29 wins out of 29 races. During 1993 this HKS car took two pole positions and won at Sugo in Round 3, turning heads in its début season. This was a car essentially built by a novice racing team with amateur drivers. How did they do it? How was the GT-R so dominant? Especially in a field of Sierra Cosworth RS500s and the like, cars that were enjoying such success in other parts of the world.

The answer lies in Nissan's methodical dedication to those regulations. Take the tyre size, for example. Every photo or video you see of these Group A monsters is dominated by those chunky slick tyres. They barely squeeze under the GT-R's swollen

arches, which are notably wider than the standard Skyline's to cater for them. Even the hefty slick tyres on the car today look marginally smaller than the originals, as they are no longer produced. Nissan wanted to use this huge tyre for maximum grip around the bends and under braking. The regulations at the time linked tyre size to engine capacity, meaning that to use the size they wanted, Nissan worked out the biggest engine they could use would be a 2.6-litre six-cylinder twin-turbo. So that's what they built. The famous RB26DETT engine equipped to every R32, R33 and R34 Skyline GT-R can trace its capacity back to the tyre size used on this very car, and the others that shared that exciting Group A grid.

Of course Nissan's four-wheel drive system; Advanced Total Traction Engineering System for

**GROUP A (ALL JAPAN CLASS 1) SPECS**  
**THE GROUP A GT-R WAS**  
**ESSENTIALLY A STRIPPED-DOWN**  
**AND BOOSTED-UP VERSION OF**  
**THE ROAD CAR. WITH NO AERO**  
**TO SPEAK OF, WEIGHING 1260KG**  
**AND WITH 650BHP TO PLAY WITH**  
**DEPENDING ON THE BOOST**  
**SETTING, THEY WERE A WILD RIDE.**  
**THE TYRES AND SUSPENSION WERE**  
**SO STIFF THESE CARS WOULD**  
**BOUNCE AROUND THE TRACK,**  
**OFTEN ONLY MILLIMETRES APART.**  
**WHAT MADE THE TASK EVEN MORE**  
**DIFFICULT WAS THE HUGE**  
**120-LITRE FUEL TANK IN THE**  
**BOOT. WHEN THIS WAS FULL IT**  
**MADE UP AROUND 10% OF THE**  
**CAR'S OVERALL WEIGHT, MEANING**  
**THERE WAS A HUGE SHIFT IN THE**  
**BALANCE OF THE CAR**  
**THROUGHOUT THE RACE, AS THE**  
**GREEDY ENGINE GULPED IT DOWN**

All-Terrain (ATTESA), was made even more effective in the GT-R with the addition of Electronic Torque Split (E-TS). In short, the ATTESA E-TS gave power constantly to the rear wheels. A computer then took information from various sensors to send some of the engine power to the

## 'THE R32 GT-R HAD AN IMPRESSIVE RUN OF 29 WINS FROM 29 RACES'





front wheels when the rears were struggling. It was this combination of grip and power that made the R32 Nissan Skyline GT-R such a formidable road car, and an unbelievable base for tuning. Adding mechanical differentials, an E-TS controller and slick tyres to the mix took this car's performance capabilities to places its rear-wheel drive competition simply couldn't follow.

During the Group A era, all modifications had to be signed off by the FIA. During 1990 and 1991, all the cars were very similar in specification. They featured those mechanical Nismo differentials, identical H-pattern straight-cut gearboxes and either Bridgestone or Dunlop tyres.

Competition amongst the GT-R teams was fierce. Each team had one car shared by two drivers, and among the stars of the All Japan series was the STP

Taisan team in their red and black GT-R. They had the famous Kunimitsu Takahashi mentoring a young Keiichi 'Drift King' Tsuchiya. While the blue car, often described as the 'Calsonic' car, was actually entered by the Impul race team, created by ex-Formula One driver Kazuyoshi Hoshino. Hoshino shared the driving and won the first Group A title in 1990, while Formula Two Champion Masahiro Hasemi won the 1991 Group A title in his own Hasemi Motorsport team, sponsored by Unisia JECS.

Hasemi had also competed in one Formula One race, and it's worth pointing out the young talent the series was attracting, too. In 1992 a young Tom Kristensen co-drove the Tramontana car, initially sponsored by Axia and then later by BP. Danish driver Kristensen would go on to win the 24 Hours of Le Mans a

record nine times! As we say, the All Japan Group A Touring Car Championship at that time attracted the best drivers and engineers in Japan and beyond. Crowds of up to 50,000 fans cheered on the drivers at every race. This was a golden era of motorsport and puts HKS's brave decision to enter a race in 1992 into context. This was a high-profile gamble.

Although HKS had been a successful engine specialist since 1973, and would later go on to all manner of motorsport achievements, most notably in the world of drag racing, this was arguably the moment those three letters became famous. Those couple of races in 1992 were a test, to gather information for a full year in 1993. The car featured a strange colour scheme of green and orange with blue highlights. It was quickly

apparent that the competition were extremely fast. The HKS car was not embarrassed, but it was marginally off the pace of the front-runners, which is understandable when you consider those teams had a couple of years' development under their belts and former F1 drivers behind the wheel.

**GODZILLA ROARS!**  
**ONE DOMINATING PART OF THIS GT-R'S CHARACTER IS THE STRAIGHT-THROUGH, SIDE-EXIT EXHAUST. WITH A PIPE FOR EACH TURBO, IT'S LOUD AND OBNOXIOUS AND OFTEN POPPED HUGE FLAMES WHEN CHANGING GEAR, AS UNBURNED FUEL SHOT OUT OF THE EXHAUST VALVES AND IGNITED AGAINST THE HOT METAL INTERIOR OF THE PIPES.**  
**ORIGINALY BELIEVED TO HAVE HAD A TITANIUM SYSTEM IN THE SAME DESIGN, STAINLESS STEEL PIPES WERE USED WITH HKS ELBOWS AND DOWNPIPES DURING THE REBUILD. AT A RECENT NOISE TEST, IT MADE AN EAR-SPLITTING 122dB WHILE STATIONARY AT 6000RPM. JUST IMAGINE HOW LOUD IT IS AT FULL BOOST AND OVER 8000RPM!**





HKS got to work.

Back at their headquarters, the work really began. Nissan GT-R engines were tuned and tested to destruction, in the aim of making every last drop of horsepower possible. The regulations stated that most of the original engine parts had to be retained, including the engine block, crankshaft, connecting-rods, cylinder head and turbochargers. Doesn't appear to leave much room for tuning, does it?

Which probably explains why every car in the field used a Nismo-spec engine built by Reinik, a company with close links to Nismo. Reinik went on to build the 2.8-litre RB-X GT2 engine in the R33 Nismo 400R, for example. However, in Group A in 1993, all the factory engine parts could be machined. While the camshafts could be replaced

and the original ECU could be re-flashed. With the regulations so tight elsewhere, engine tuning was the main way teams could gain an advantage over their rivals. The thing is, the grid was packed with motorsport teams buying Reinik engines, not engine builders. This gave HKS an opportunity to demonstrate their engine tuning skills to a wider audience.

They blew an engine or two on the dyno, testing where the safety margins were. They experimented with machining the engine block, lightening and balancing the bottom-end, cutting the blades on the turbochargers. The only thing these HKS engines shared with the Reinik engines was the Nismo pistons. HKS even developed a special oil for the car. Masaya explains: 'It was very



thin, like a vegetable oil. It was a one-race oil that had to be replaced every time the car ran, it was codenamed 087 and was only used in this car. HKS has always considered engine oil to be a tuning part. Less friction gives you greater power. Our philosophy is that the oil is as much an engine tuning part as a crankshaft or piston. If you're going to tune the engine, tune the oil as well.'

Masaya continues: 'During testing, the engineers claimed to see an improvement of three or four horsepower with the oil. That might not sound a lot but it was protecting the engine properly too, and in a class when tuning is restricted in this way, the team felt that extra few horsepower made a difference.' Coincidentally, the number 87 was the team's racing number in 1993 and has been

used on every HKS racing car ever since. Another interesting oil fact is the famous colour-scheme on this car was originally copied from the design on the Super Racing Oil cans and is commonly known as 'the oil colours.'

But it wasn't just the oil that needed changing after every run, either. These were highly-strung cars being pushed to the very edge. Nissan had designed the road car to suit the Group A regs, the teams were then pushing the modified versions to the absolute limits, in the battle to be fastest. After each run the HKS car was stripped of its engine, gearbox, front and rear diffs, uprights and driveshafts. The rate at which these small teams of men were able to rebuild and refresh these cars was as impressive as the driving on the track.

When the 1993 season



# TECHSPEC

## ENGINE

2568cc, 6-cyl, 24v twin-turbo RB26DETT, 86mm bore x 73.7mm stroke, 8.5:1 compression ratio, machined block, lightened and balanced OEM bottom-end by HKS, Nismo forged pistons, HKS custom camshafts, re-flashed OEM ECU by HKS, OEM turbochargers machined by HKS, HKS turbo elbows and downpipes into side-exit straight-through Titanium exhaust, 120-litre fuel tank mounted in boot, 4x Bosch 044 fuel pumps, Earl's fuel lines, stainless steel mesh air filter, OEM spec front-mounted intercooler, Calsonic radiator, engine oil cooler, (after 2010 rebuild) HKS F-Con V Pro ECU, HKS EVC V boost controller, HKS billet crankshaft, HKS con-rods, HKS forged pistons, prototype cams and turbos designed to replicate the performance of the time, HKS turbos, HKS turbo elbows and downpipes into straight-through stainless-steel side-exit exhaust, HKS Superpowerflow air filter, HKS intercooler and pipework, TRAD radiator, HKS oil cooler

## TRANSMISSION

Hollinger 6-speed H-pattern straight-cut gearbox, (in 1993) Tilton triple-plate clutch, (after 2010 rebuild) HKS triple-plate clutch, Nismo mechanical differentials, electronic ATTESA E-TS controller, Nismo gearbox and differential oil coolers (in 1993 – now removed) Group A driveshafts replaced with OEM items

## SUSPENSION

(In 1993) Compulsory KYB damper with various spring rates, Nismo rose-jointed arms, Nismo reinforced subframes, Group A anti-roll bars, (after 2010 rebuild) HKS Hipermax III coilovers valved to match KYB damper, modern Nismo arms

## BRAKES

(In 1993) Alcon 6-pot brakes on front, AP Racing 4-pot brakes on rear (after 2010 rebuild) AP 4-pot brakes all round with 355mm discs

## WHEELS & TYRES

(In 1993) Centre-lock 18in Advan split rims, (after 2010 rebuild) Enkei centre-lock wheels to match originals wrapped in Yokohama Advan A005 slick tyres

## INTERIOR

Personal steering wheel, bucket seats, rollcage, boost pressure, oil pressure and oil temperature gauges, custom dashboard insert with fuel and ignition cut-off switches, E-TS adjuster, inner door panels changed to non-GTR model

## EXTERIOR

OEM R32 GT-R bodykit, Nismo bonnet and boot lips, aero door mirrors, polycarbonate side and rear windows, HKS 'Oil Colours' race livery

## THANKS

HKS Europe  
(01480) 431604  
[www.hkseurope.com](http://www.hkseurope.com)



began, the HKS car was ready. It quickly earned a reputation for having a strong engine. Rumours surfaced that Nismo even asked HKS to calm down on the tuning, although this is something that HKS boss at the time, Akihito Mochizuki, denied in public. The HKS car was immediately on the pace but it wasn't until Sugo in Round 3 that it really shone. The long straights at Sportsland Sugo allowed the HKS car to really stretch its legs. The team qualified in pole position and set a new lap record by 0.7 seconds. Then went on to win the race. An incredible achievement for a relatively novice team up against an all-star field.

There was further success, too, proving HKS could also tune the car for short tracks, as this car qualified on pole position at Tsukuba in Round 6. A track where years later the HKS CT230R Lancer Evolution would hold the Time Attack lap record for many years to come. Unfortunately, when the race began, the HKS GT-R was taken out by the Impul machine on the first lap. Later in the year at Round 7, the HKS car came through the field to finish on the podium. A feat it repeated in Round 8, where it finished in second place.

By the end of 1993, the All

Japan Group A Championship was sadly brought to an end, eventually replaced by the Japan Touring Car Championship using the FIA 'Super Tourer' regs instead, which left the R32 no longer eligible to compete. It was a sad moment in history, but HKS had already proved their point. They had demonstrated they were capable of taking on Nismo and Reikin head-on, as well as the established big names in Japanese motorsport. They had opened the eyes of all those thousands of fans to the three letters H, K, S. The rest, as they say, is history. **JP**



TYRES AND DRIVERS  
ALL HKS COMPETITION AND DEMO CARS WEAR YOKOHAMA ADVAN TYRES WHERE POSSIBLE. INITIALLY GROUP A TEAMS HAD A CHOICE OF BRIDGESTONE AND DUNLOP SLICKS, WITH TOYO ENTERING SHORTLY AFTER, BUT WHEN HKS ENTERED THE SERIES, THEY USED YOKOHAMA TYRES AS DID SOME OF THEIR RIVALS. AS A RESULT, YOKOHAMA-SHOD CARS QUALIFIED ON POLE AND TOOK THE WIN AT THE FIRST THREE ROUNDS OF THE 1993 SEASON. ONE OF THE HKS DRIVERS WAS OSAMU HAGIWARA. HE WORKED FOR YOKOHAMA AT THE TIME, AND WAS A KEEN AMATEUR RATHER THAN A PROFESSIONAL RACING DRIVER. HIS RACING CAREER BEGAN IN FORMULA 3 IN 1990 AND ENDED WITH THE '93 SEASON IN THE GT-R. INTERESTINGLY, HE WENT ON TO BECOME A WHEEL DESIGNER FOR ADVAN, HIS FIRST CREATION BEING THE SUPER ADVAN RACING WHEEL IN 1995

# GOT BOOST?

TURBO OWNERS REJOICE! RENOWNED AUSSIE TURBO CONTROL SPECIALIST, TURBOSMART, IS SET TO BRING THE THUNDER FROM DOWN UNDER TO RIGHT HERE IN THE UK!



Just over a year ago Turbosmart, the world-leading manufacturer of high performance turbo management and boost control accessories, announced the opening of a new facility here in the UK. The globally recognised, Australian-owned company has been exporting products to us here in Blighty for many years, and is now targeting massive expansion in the area with a full-time warehousing, sales, marketing and local R&D facility in Birmingham.

Supporting the global market has been a key strategy for the performance brand since it opened its Sydney-based manufacturing facility in 1997. In 2007 Turbosmart USA was established in Southern California as the company's distribution hub for America, and enjoys the success of continued growth.

Turbosmart UK aims to emulate this same success by bringing a more personalised approach, tailored specifically to the UK market. This means hiring UK staff, continued support of the local motorsport scene, and ensuring Turbosmart continues to innovate through UK specific research and development programmes.

General Manager of Turbosmart UK, Chris Milne, is well experienced to take on the role, having been Turbosmart's Export

Manager prior to this new portfolio.

'The UK represents a massive opportunity for us moving forward,' says Chris. 'Opening our own facility here is a truly exciting project, as it allows us access to the local market and vehicles so we can continue to adapt ourselves, and our technology to best support the UK and Europe. We brought a full research and development programme with us, and have been looking for the right people to help us build on our existing relationships with the local distributors and sponsored drivers we've been working with for the past decade.'

Chris is also very enthusiastic about the local motorsport scene, 'We're currently a major sponsor of the Scottish Super Lap series, and are looking forward to both continuing that support, and also becoming more involved in regional motorsport within the UK.' Motorsport makes up a huge part of Turbosmart's history, as well as its design and engineering process. In fact, many world record holders across many disciplines from drag racing to Time Attack use Turbosmart products to achieve their goals. This invaluable motorsport experience and race-proven knowledge is then transferred into products for both race cars and road cars, such as the popular

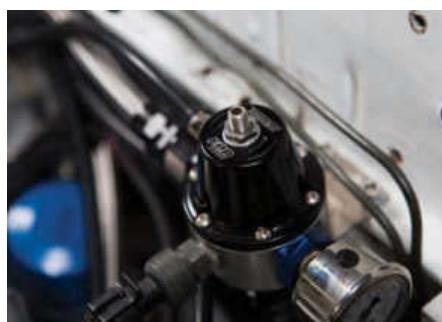
Subaru WRX.

Turbosmart founder and CEO, Nic Cooper says, 'We don't believe in producing 'hero' products for the privileged few – rather, high quality solutions using technology born and proven in motorsport that any enthusiast or professional can have for their car.'

High quality is definitely a huge part of the Turbosmart mantra – today, all Turbosmart products are still proudly designed and manufactured under the one roof at their corporate HQ in Sydney. The brand goes to such lengths as to quality test every single product before it is boxed and shipped. Not one in a hundred; not even one in ten – every single product.

This kind of personal, hands-on attention to detail and quality control is what makes up the DNA of all Turbosmart products. Knowing that the products are built to last and 'Engineered to Win' gives enthusiasts and professional racers the world over the confidence to use Turbosmart.

This confidence and personal touch is what has made Turbosmart UK a success in just its first year of operation and is a trend that is set to continue for many years to come with even bigger and better things on the horizon from the bonza Aussie brand. **JP**



# COMPETITION+

# WIN! £600 WORTH OF

# TURBOSMART® TUNING GOODIES!



To celebrate its first anniversary of operations in the UK, Australian boost control expert, Turbosmart, is offering you lucky *Japanese Performance* readers a chance to win a gift certificate for a whopping £600 to be used against purchases through the firm's easy to navigate website.

The voucher can be used against any Turbosmart products you desire up to the

£600 limit or, if you're feeling flush, you can use it against a larger purchase from the site and simply pay the difference yourself.

Turbosmart has a huge range of various boost related products from slick digital management devices such as their excellent e-Boost electronic boost controller, to their range of high performance internal wastegate actuators, external wastegates and blow-off valves.

There's also a diverse range of fuel related upgrades to choose from, too, in the form of uprated fuel pressure regulators and both pneumatic and electronic fuel cut defenders, so whatever turbocharged car you drive, there's plenty of juicy options to make good use of that £600 voucher!

To be in with a chance of winning this amazing price, follow the instructions below...fingers crossed!

## HOW TO ENTER

ENTERING THE COMPETITION TO WIN A £600 TURBOSMART GIFT VOUCHER COULDN'T BE SIMPLER, ALL YOU NEED TO DO IS HEAD OVER TO THE 'TURBOSMART' FACEBOOK PAGE ([WWW.FACEBOOK/TURBOSMART](http://WWW.FACEBOOK/TURBOSMART)), LIKE THE PAGE, THEN FIND THE COMPETITION ON THE TIMELINE, POST THE DETAILS OF YOUR CAR (MAKE/MODEL) WITH THE HASHTAG #ENGINEEREDTOWIN AND SHARE THE POST. WE'LL CHOOSE THE WINNER AT RANDOM AFTER THE CLOSING DATE BELOW – BEST OF LUCK!

### TERMS AND CONDITIONS

The competition is only open to UK residents 18 years of age and older. The winner of the Turbosmart prize will be chosen at random and informed within a month of the competition's closing date of 15th January 2016. Employees and associates of CHPublications Ltd and Turbosmart are ineligible to enter. The editor's decision is final and no further correspondence will be entered into once the winner has been announced. If you wish to enter without a Facebook page please email your entry to [jap@chpltd.com](mailto:jap@chpltd.com) using 'Turbosmart' in the subject line.

# HANDLING BUSINESS

COMPETITION WINNER JAMES RADFORD GETS HIS CIVIC TYPE R EQUIPPED WITH EIBACH'S FINEST SUSPENSION COMPONENTS. JAPANESE PERFORMANCE TAGGED ALONG TO SEE THE IMPROVEMENT...

WORDS: EIBACH PICS: MATT WOODS

**C**ast your mind back to the beginning of the summer and you will remember we ran our impressive competition with top German suspension manufacturer Eibach and Japanese specialists Torque Developments International, offering the chance to win a complete chassis makeover for your car. Sounds too good to be true? Well, the lucky winner was James Radford from Hertfordshire and his EP3 Honda Civic Type R. On receiving his winning call, and discussing all the Eibach products available for his car, James opted for a prize of height adjustable Pro-Street-S coilovers and Pro-Alignment comprising camber bolts for the front and camber arms for the rear.

It was a grey, drizzly morning that we found ourselves outside the premises of Torque Developments International in Thurrock, Essex for the fitting of James's prize. Luckily, the mood was not grey, as James was eager to see his standard EP3 start its modifying journey. Having sold his previous car, a Toyota GT86, to fund a house purchase, this EP3 was bought to fill in as his daily runabout. His intention was to leave it standard but, however hard he tried, his modifying urges were starting to creep back in, and plans for building a potential track car had begun to enter his head. Winning the competition was just a pipe dream he thought wouldn't happen. How wrong he was!

Torque Developments International has over three decades of experience with fast road and racecars and were the first to specialise in Japanese cars – so James can be sure his EP3 is in very safe hands! TDI's ethos focuses on offering a high quality service to the high performance and motorsport industries. It is a fantastic setup with a purpose-built 2WD and 4WD dyno

cell, geometry and chassis calibration equipment, as well as three bays and additional space for a couple of racecars they have under their care. With services ranging from minor repairs, to remaps, through to full racecar builds and track support, TDI constantly aims to provide effective performance solutions to a client base that demands exceptional levels of service, which means fitting some suspension should be a doddle!

The first job for our technician for the day, Matt Levine, is to measure the stock ride height so he has a reference for when the new Eibach coilovers are on. He is then quick to get the EP3 on the ramp and the wheels off. The removal of the front suspension units is pretty straightforward on the EP3, the difference being the track rod arm attaches to the suspension unit rather than the hub which it does on the majority of cars. Once the unit is out, we can compare the OEM part and the shiny new Eibach unit. The size difference is incredible, so we ask Matt to weigh them. The OEM part comes in at a hefty 14kg per unit while the Eibach item weighs just 6kg, which is a jaw dropping 57% lighter!



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So there is a performance gain straight away in terms of reduced weight!

The Eibach Pro-Street-S kit is designed with the road-going vehicle in mind, yet the fact that the kit is of such high build quality with its stainless steel construction and precision damper units – and can be much lighter than the OEM parts it replaces – means that they are a popular choice for the track, too. James's dream car could be closer than he thinks!

The Eibach coilovers have ride height adjustment which can be varied from -20mm to -50mm front and rear on the EP3, allowing you to fine tune the ride height to get the most out of the suspension. Unlike some rival coilover kits, the Eibach Pro-Street-S kit doesn't offer adjustable damping as it comes complete with damper rates that are computer matched to the springs at the Eibach factory. The reason for the fixed rate damping is driven by a simple philosophy. Anyone who has experience with adjustable suspension knows how easy it is to tinker with the settings and, in the right hands, this can be of benefit. However, without years of suspension tuning experience, it can often lead to potentially worse handling and reduced ride quality. Not good. As such, Eibach has taken this guesswork out of the equation for you. With over 65 years in the business, Eibach is famous for its plush ride with its Pro Kits and this coilover kit continues in that mindset. Whilst the kit most definitely moves the compromise of the OE handling and ride quality towards the performance end of the spectrum, there

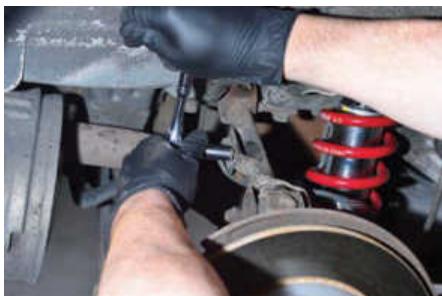
is certainly much more than a nod to everyday usability and comfort, too.

Along with the damping rates, both front and rear springs – that are made from the same material used in Eibach's Formula 1 springs – have also been selected with street use in mind. Wound from silicone chrome vanadium steel, they are pre-stressed, shot peened and powder coated to ensure not only a long life, but also a consistent rate and ride height, too. They come uprated over the OEM items with the bias shifting towards increased front-end grip, a welcome attribute on a light and powerful front-wheel drive car.

Lowering the ride height of the car means that the centre of gravity is lowered, which brings the benefits of reduced body roll, sharper, more positive turn-in and of course that all important steering feedback and feel. But it's important not to go too far when reducing ride height. Yes, we all want that 'slammed' look, but more often than not this leads to poor handling and,

ultimately, a compromised chassis. The Eibach kit is designed to work and operate within a specific height range in which there is enough remaining damper travel to soak up the bumps but, fundamentally, also allows the suspension to work as intended. Diving into a corner in a vehicle with little or no remaining travel can give some unwanted and frankly dangerous results! If and when they come into contact with the bumpstops mid corner, this can lead to unpredictable oversteer or understeer. When designing this type of kit this remains the major factor in the engineering phase and final design, in order to give the owner a positive handling vehicle, with no nasty surprises.

With the OEM struts removed, Matt starts to put together the new suspension units. Wisely, James has taken the opportunity to replace the original suspension top mounts as well, supplying a set of Honda OEM parts for the front and rear so the entire unit is brand new. This is





a really good idea when working on a car over a certain age with relatively high mileage, as the factory-fitted items can be far past their best. With each of the four Eibach struts built up, Matt sets the ride height to the factory setting, as the manufacturer's recommendation is a good starting point to work from.

With the skill of a true professional, Matt soon has the new front suspension in place along with new Eibach camber alignment bolts to give an additional adjustment of  $\pm 1.75^\circ$  during the geometry set-up. Eibach is keen to point out that these bolts are made from high grade, high tensile strength 12.9 steel and have been subjected to salt spray testing well beyond OEM requirements, unlike a number of other manufacturers' offerings. This, along with the clamp loading requirements specified by Honda on the MacPherson strut front-end being met and surpassed by these camber bolts, means that Eibach's product exceeds in every area. This means Matt can confidently set-up the front end knowing that it will remain as intended even after the punishment of everyday driving.

Then he starts on the rear. Again, on the EP3, this is a straightforward job with only two bolts at the top and one at the bottom to remove – once through the interior trim, that is! With the rear suspension removed, Matt installed the new Eibach units and bolts them in place. Once complete, the ramp is lowered to shoulder level so the camber arm can be accessed and swapped with the new Eibach camber arm which has  $-4^\circ$  to  $+6^\circ$  of camber adjustment. Before fitting Matt sets the new Eibach arm to roughly the same as the original arm as, if fitted at a more 'extreme' setting, this could take a lot of work to get back to a more sensible road-ready setting.

Before the EP3 is off the ramp it is lowered on to corner weight scales. These special scales, located under each tyre, can measure how the weight of the car is distributed over the four corners, which allows Matt to make appropriate decisions regarding the set-up via the geometry.

Matt then has a chat with James about his requirements.

'When it comes to geometry settings each car needs to be set to deliver the appropriate response and handling characteristics as requested by the driver,' says Matt. 'So before we start making any adjustments, first we have to find out how the driver is going to use the car and how they want it to react to certain inputs.'

As a true petrolhead, James says that even though the Civic is currently a daily, it still gets used hard, whether that be on the road or the track.

'The other aspect is whether the driver prefers a car with either a front, rear or neutral departure – which means that, when on the limit, does the car tend to let go at the front first, the rear first, or both at the same time,' explains Matt. 'Most drivers prefer, and are quicker, with a slightly front biased departure (understeer), as it is the easiest to control. However, James selected a rear biased departure, which keeps the front end planted and allows the rear to slip on the limit, as he has years of karting experience and prefers the feel of a looser rear.' Although a neutral departure may sound like the ideal, it is in fact by far the hardest setup to control. This is because, although it will achieve the ultimate in lateral grip, as soon as you pass the limit of grip, rather than the front or rear starting to slide, which can both be controlled, both front and rear wheels will slip at the same time, causing a slide that is practically unrecoverable, meaning literally no margin for error when it comes to judging corner speed.'

So after his brief lesson on automotive geometry, James is happy to go with Matt's recommendation of a 'fast road' setup, meaning James will be comfortable using the EP3 on the public highway, but it will still be sharp enough to allow him to exploit its rear bias departure characteristics on the track. Matt also explains that not only will the handling be more refined, but James should also see reduced fuel consumption and extended tyre life, too.

## THE EXPERTS

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**SEEING THE OEM STRUT AND SPRING ASSEMBLY NEXT TO THE EIBACH PRO-STREET-S KIT AND THE DIFFERENCE IS OBVIOUS! THE OEM KIT IS MUCH LARGER AND IS ACTUALLY 57% HEAVIER TOO!**





First Matt checks the ride heights and compares it to the original height. It is sitting close to the original setup, which makes it easier to work with. Matt has opted to lower the ride height by 40mm at the front and 30mm at the rear, giving the car a slightly raked stance, which is a popular choice for FWD vehicles as it increases the grip of the driven wheels. Once the height has been established, Matt checks the tyre pressures and tests for any play in the wheels which could come via worn bushes, bearings or joints, as this can all affect the readings from the geometry equipment.

Luckily, James's Type R is deemed to have a clean bill of health as far as its suspension components go, so Matt can proceed with the alignment. The car is then lowered onto special ramps that have moving plates that allow the wheels to move independently and the suspension to relax. This prevents the build up of tension in the bushes and moveable points when the

adjustments are made, which can alter the settings when the car is moved.

Next, the Snap On 3D Arago alignment machine's 'targets' are fixed onto the wheels. With this particular machine, instead of using lasers – such as you may find in your local tyre fitters – it uses high-resolution cameras to produce much more accurate alignment readings using the number of pixels that are reflected back from the targets as the reading. A steering clamp is used to check the steering is centred – in this case the wheels are aligned to the left – then the initial readings can be taken. The first reading shows everything is out, which is to be expected as we have just changed the ride height, so Matt sets to work adjusting and readjusting until the settings reach the desired range shown via the readout on the alignment machine.

The final set up has not only reduced the ride height as previously mentioned but has also more than doubled the amount of

negative camber at the front and rear, created a centred toe setting at the front with less toe selected at the rear to provide the rear biased handling trait James specified.

The final touch is then to reset the steering wheel to centre. The car is then taken out for a final test drive to check everything is up to scratch. A few tense minutes pass before everyone returns with big grins on their faces. It may still be raining, but even the thought of a wet ride home can't wipe the grin from James's face.

'The combination of Eibach coilovers, a precision setup and full alignment by TDI has turned my humble Type R into something else entirely,' he beams. 'It's more responsive, more involving and altogether more exciting. I'm look forward to driving the car every day, so a massive thank you to Eibach, TDI and Japanese Performance for making this all happen!'

We think we can safely say we have one happy winner!



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# JAPSTUFF

BRINGING YOU THE HOTTEST NEW PRODUCTS ON THE JAPANESE TUNING SCENE

Every month we bring you the latest and greatest products on the Japanese tuning scene. We always showcase a 'Red Hot' product at the front of the section and also highlight the 'must-have'

products at either end of the budgetary scale.

This way you can decide whether to save your pennies to afford the 'Big Spender' or simply splash a little spare

pocket change on the more affordable 'Chump Change' product. We hope you enjoy the section but, as usual, if there's anything you think we can do better, then please let us know. Until then...enjoy!

## RED HOT PRODUCT



### ARK PERFORMANCE 'GRIP' EXHAUST SYSTEMS

ARK Performance is widely recognised as an innovator within the fiercely competitive field of aftermarket exhausts. As if to prove the point, every one of the American firm's 'GRIP' exit pipework systems is constructed from premium quality SUS304-grade stainless steel, features micro TIG welding, CNC machined flanges and is offered

with a choice of polished or burnt-finish tailpipes. Additionally, each GRIP system benefits from one of the industry's most exhaustive research and development programmes – an attention to detail that considers everything from gas flow and pipe diameter to back pressure, inner core structure and fitment. While these qualities are sufficient to elevate ARK Performance systems from those of its rivals, it is in the vital area of sound tuning that the bolt-on GRIP range really impresses: the noteworthy manipulation of Helmholtz resonance can be seen in the inclusion of special resonator chambers ahead of the rear silencers. With proportions calculated for each

application, these resonators fine-tune the exhaust sound by filtering harsh frequencies without negatively affecting gas flow efficiency. The all-important end result is an exhaust system that delivers proven gains in horsepower and torque, but also one that enhances your car's personality with a rich, professionally-tuned sound. Derby-based performance parts retailer, Tarmac Sportz, offers a 19-strong range of ARK Performance GRIP systems for popular Japanese sports cars (including the 350Z and 370Z Nissans, Subaru WRX STI and Toyota GT86/Subaru BRZ). Visit the company's comprehensive website for more information.

**Price:** From £1050

**Contact:** [www.tarmacsportz.co.uk](http://www.tarmacsportz.co.uk)  
or call 01332 602247



## AIR LIFT PERFORMANCE SUSPENSION PACKAGE FOR CLASSIC HONDAS

Imagine a suspension system that delivers a super-low stance or raised ground clearance at the push of a button. That's exactly what the latest offering from Air Lift Performance provides for owners of Honda Civics (92-00), CR-Xs (87-81) and Integra DC2s (93-01) thanks to an air-over-shock design with nine-way adjustable damping. Specific ride heights and handling settings can be dialled in to your liking via the optional Air Lift AutoPilot V2 digital management kit, and simple installation is made possible by using the detailed instruction manuals provided by Air Lift's in-house engineering team. Furthermore, only basic tools are necessary to complete the job (although some frame modification and fabrication skill may be required if you are looking for the ultimate slammed stance!).

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(£2075.78 including complete digital AutoPilot V2 system)

**Contact:** [www.air-lift.co.uk](http://www.air-lift.co.uk)

## ODYSSEY RACING BATTERIES

We've lost track of the number of Japanese Performance feature cars that have been kept active thanks to their use of Odyssey racing batteries. With that in mind, it seems sensible for us to explain the benefits of these lightweight, space-saving, spill-proof sealed power units to readers who have yet to make the switch. Able



to be mounted safely in a car's boot or under its rear bench, these awesome batteries are available to buy in a range of power outputs (from 14amp/5kg up to 38amp/12.5kg) and are considerably smaller than conventional batteries. Each Odyssey unit can be fully recharged in a little over four hours, and they're claimed to have a service life that is three times longer than a car's standard battery. A shock absorbent design protects against high-impact and mechanical vibration – ideal for track use – and ensures excellent starting power at temperatures ranging between -40°C and +45°C. Discounts are available if you order direct from the Burton Power website!

**Price:** From £152.50

**Contact:** [www.burtonpower.com](http://www.burtonpower.com) or call 020 8554 2281



## TX AUTOSPORT UNIVERSAL INTERCOOLER AND HARD PIPE KIT

Airflow and tuning parts specialist, TX Autosport, is offering its customers an impressive universal intercooler and hard pipe kit comprising a heavy duty tube-and-fin cored intercooler (core measurements L690xH160xW90mm with 63mm inlet and outlets), 2.5in hard pipes, silicone joiners and stainless steel hose clamps, all for just £155! Burst tested to 140psi and ideal for Japanese sports cars running performance figures of up to 400bhp, the kit has an operational temperature range of between -50°C and +220°C, making use of 2mm thick aluminium for optimum heat transfer. High quality red, blue or black Nomex silicone enables buyers to colour code the kit to their vehicles, and each purchase is offered with free UK mainland delivery. What are you waiting for?!

**Price:** £155 including delivery

**Contact:** [www.txaautosport.co.uk](http://www.txaautosport.co.uk) or call 01279 550032

## HEATSHIELD PRODUCTS TURBO SHIELD

Heatshield Products claims that its insulated turbo shield can reduce under-bonnet temperatures on forced induction cars by as much as 40%. That's great news – after all, cooler engine compartments mean cooler intake temperatures, which in turn equates to more horsepower, better fuel economy and improved performance! Capable of withstanding sustained temperatures of up to 1800°C, this tidy turbo heat shield is ideal for those putting their Japanese sports car through its paces at the track or on the street. A unique design with a choice of T3, T4 or T6 flange compatibility ensures that users don't have to trim the heat shield to suit their car's existing turbo housing (making installation an absolute doddle), and supplied stainless steel springs and anchoring hooks secure the part firmly in place.



**Price:** From £220

**Contact:** [www.oldhallperformance.com](http://www.oldhallperformance.com) or call 02476 717100

## COMPETITION CLUTCH NISSAN 350Z/370Z SINGLE-MASS FLYWHEELS

The new Competition Clutch single mass flywheels for 350Z and 370Z Nissans provide high quality, lightweight transmission solutions for owners looking to replace their car's hefty dual-mass part. Manufactured from nodular iron with a steel ring gear, each flywheel has been engineered to ensure that nothing in the way of increased operational noise, vibration or harshness over the factory clutch assembly is experienced when in use. Introducing a single mass flywheel to your Z-car reduces rotational mass on the crankshaft, producing faster revs, less drivetrain loss, quicker acceleration and more power to the wheels. All Competition Clutch flywheels are CNC-machined and balanced to OE specifications, and unlike alternative solutions from rival manufacturers, each Competition Clutch flywheel is compatible with performance and stock clutch assemblies.

**Price:** From £295

**Contact:** [www.eurospec2000.co.uk](http://www.eurospec2000.co.uk) or call 01483 234879



## MISHIMOTO OIL CATCH CANS FOR SUBARU WRX STI (2008-14) EJ25 ENGINES

The airflow artisans at Mishimoto have announced the launch of baffled oil catch cans for Subaru WRX STI models (2008-14). A direct fit to the host vehicle, this cool catch can kit comprises fully sealed, two and three port billet 6061 aluminium catch cans, mounting brackets, a CNC-machined mounting block, six black hoses, air diverters, baffles and rods, O-rings and a mass of additional fitting gear. The kit is designed to eliminate harmful blow-by vapours from re-entering the EJ25 engine during both normal and aggressive driving conditions, especially when boost levels are increased. Bronze filters better separate oil from vapours, and durable barb fittings provide connections between the hoses and catch cans. Oh, and like every Mishimoto product, each kit is covered by the company's lifetime warranty.

**Price:** £435.60

**Contact:** [www.mishimoto.co.uk](http://www.mishimoto.co.uk) or call 01384 897476

## TAMIYA NISSAN GT-R LM NISMO RADIO CONTROLLED MODEL KIT

Since 1946, Tamiya's goal has been to offer the world the most rewarding scale modelling experience possible, and it has achieved its objective through a mind-boggling number of kits that offer ease of assembly and quality component parts. The Shizuoka firm's latest range of DIY models concerns powerful Japanese motors, and a particular highlight caught our attention in the form of a Nissan GT-R LM Nismo radio controlled car kit. This particular offering depicts the prototype version of the FF layout Nissan GT-R (designed for the 24 Hours of Le Mans). The real world car is unique amongst Le Mans prototypes because it utilises a front mid-engine layout as opposed to the rear mid-engine configuration used by nearly all other competitors in the category. The Tamiya rendition faithfully captures all of the real subject nuances and sleek body styling. It also features adjustable toe angles, a height adjustable gear case, user-influenced gear ratios, front uprights with variable caster angle, a rear 2WD direct drive setup and a strong FRP double deck frame. A thoroughly comprehensive model kit for the discerning petrolhead!

**Price:** £149.99 for the kit, £225 for the kit including full radio control package

**Contact:** [www.hobbyco.net](http://www.hobbyco.net) or call 01908 605686



## PROJECT MU PERFORMANCE BRAKE PADS

Hendy Performance is proud to announce its status as an official UK distributor of Project Mu export brake pads. The Japanese stopping technology comes in a range of profiles for street, fast road and track use with excellent fade resistance and serious braking capabilities in a range of driving environments. Able to cope with temperatures of up to 800°C, these super cyan pads have become a popular choice for petrolheads in the Land of the Rising Sun. Hendy's online store is now offering the same level of anchorage for UK-based owners of various Hondas, Mazdas, Mitsubishi, Nissans, Subarus and Toyotas. Prices start at sub seventy quid, and each set of pads can be bought alongside a range of Project Mu accessories and apparel.

**Price:** From £65

**Contact:** [www.hendyeshop.co.uk](http://www.hendyeshop.co.uk)  
or call 01489 560751



## ULTRA RACING LOWER REAR STRUT BAR KIT FOR TOYOTA MR2 (1999-07)

Ultra Racing has released details of its stylish and effective lower rear strut bar for all third generation MR2s. Fitting neatly and easily to all W30 variants of Toyota's super sports car (including JDM models), this trick suspension upgrade is perfect for MR2 owners who want to increase the torsional rigidity of their cars. The bar fits quickly and easily to existing lower chassis pick-up points, it is formed using a single-piece construction and it is capable of reducing unwanted flex in the chassis of the tidy Toyota when hard cornering or quick driving is in effect.

With the rear suspension components able to stay much nearer to their optimum pick-up points under load, geometry is maintained and perfect handling produced. Ultra Racing braces use the shortest and most direct bracing route possible to ensure maximum rigidity – a feature bolstered by bolting flanges that are 4mm thick. With a complete lack of pivot points or hinges, this kit becomes an integral part of the W30's chassis, offering tangible performance gains for the true driving enthusiast.

**Price:** £76.75

**Contact:** [www.ultraracinguk.co.uk](http://www.ultraracinguk.co.uk)  
or call 01933 685840



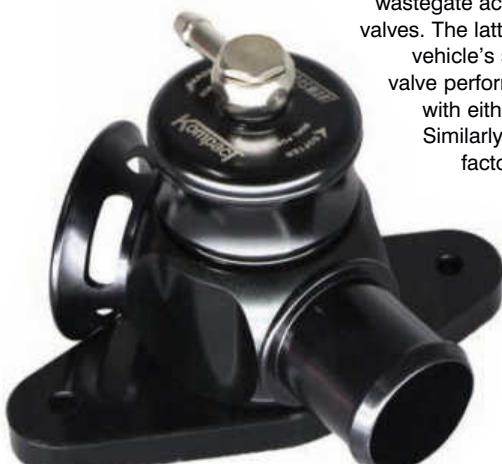
## TURBOSMART IWG-75 INTERNAL WASTEGATE ACTUATOR AND 'KOMPACT' DIVERTER VALVES FOR NISSAN DIG-T 190 ENGINE

The Juke and new Pulsar aren't exactly the most obvious choices when it comes to buying a performance Nissan, but the 1.6-litre turbocharged DIG-T engine that powers both models packs a near-190bhp punch that the tuning bods at Turbosmart saw fit to subject to months of testing and development. The result of this fine fettling is a

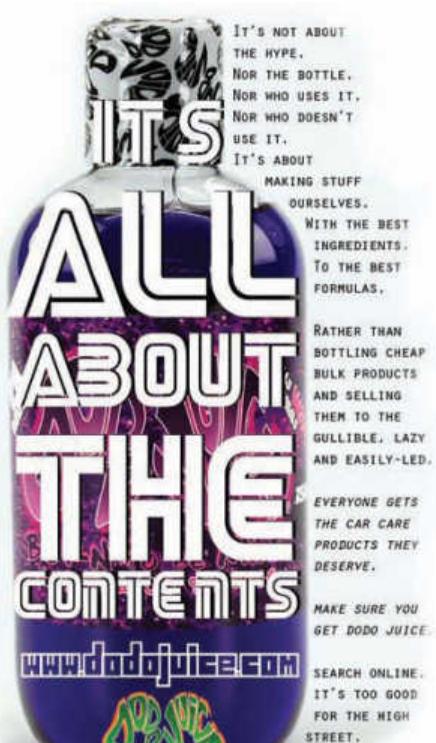
selection of bolt-on upgrades in the form of an IWG-75 internal wastegate actuator and a selection of 'Kompact' diverter valves. The latter acts as a direct replacement for the host vehicle's standard bypass valve, offering big diverter valve performance in a small, billet aluminium package with either a plumb-back or dual port configuration. Similarly, the IWG-75 is a straight swap for Nissan's factory actuator. The upgraded part's high quality billet construction and reinforced silicone diaphragm offer significantly improved performance and durability across the rev range, more stable boost control, quicker turbo spool and encourage a sharper response from both standard and modified engines.

**Price:** Dual Port – £185.21, Re-circ – £132.80, Actuator – £184.46

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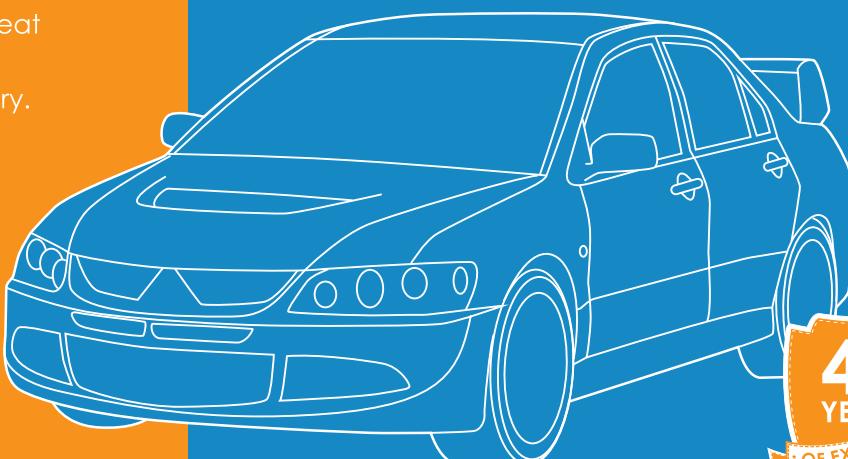
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# READERS' RIDES

WORDS: DAN SHERWOOD



EACH MONTH WE GET TONNES OF SUBMISSIONS FROM OWNERS WANTING TO GET THEIR CARS PLASTERED OVER THE PAGES OF THIS HALLOWED MAGAZINE. UNFORTUNATELY, NOT EVERYONE CAN GET A FULL FEATURE AS WE'D SOON RUN OUT OF PAGES! BUT RATHER THAN LEAVE THEM FESTERING IN OUR BULGING EMAIL INBOX, WE THOUGHT THE BEST ONES COULD BE HONOURED HERE IN OUR NEW READERS' RIDES SECTION. SOME MAY EVEN GO ON TO BECOME FULLY-FLEDGED JAPANESE PERFORMANCE FEATURE CARS! SO KEEP AN EYE OUT ON FUTURE ISSUES, AS YOU NEVER KNOW, YOU MAY HAVE SEEN A SNEAK PEAK HERE FIRST! WE WILL ALSO BE PICKING OUR CAR OF THE MONTH, WHICH WILL WIN AN AWESOME MEGUIAR'S GOLD CLASS WASH & WAX KIT WORTH £25!

## WINNER! ROB HOLLAND'S EP3 CIVIC TYPE R

Rob Holland's EP3 Type R has all the boxes ticked when it comes to building a show-worthy ride that's going to grab attention. From the mirror-polished OW33 three-piece split rim wheels which tuck up into the OEM arches courtesy of a Airforce air-ride kit, to the carbon touches which cover the car from bumper to bootlid, with grille, bonnet and side skirts to boot! A set of Recaro seats sit seductively inside the lush interior which features retrimmed headlining and a sticker-bombed dash. A Mugen intake and HKS exhaust make the most of the power from the pretty engine bay and a Stop Tech big brake upgrade keeps all that power in check.



## BRANDON HUNPHERSTON'S GLANZA

We love a cheeky Glanza here at *Japanese Performance* and Brandon Humpherson's is a top little tearaway! Packing a purposeful 245bhp under its scooped bonnet the clean lines of the fresh white bodywork contrast excellently with the retro three-spoke vibe generated by the Advan SA3RS wheels with Bridgestone Potenza tyres. Packed full of genuine and rare JDM goodies, Brandon's Glanza is a pukka pocket rocket we'd all love to own



COULD YOUR CAR BE A WINNER?

TO BE IN WITH A CHANCE OF YOUR CAR APPEARING AS A FEATURED READERS' RIDE, WINNING A MEGUIAR'S KIT OR EVEN GAINING A FULL FEATURE, SEND GOOD QUALITY PICTURES OF YOUR CAR ALONG WITH A BRIEF WRITE UP AND SPEC TO [JAP@CHPLTD.COM](mailto:JAP@CHPLTD.COM) OR LOOK OUT FOR OUR REGULAR READERS' RIDES POSTS ON OUR FACEBOOK PAGE

### JOSH WESTWOOD'S TOYOTA SUPRA

Even though it's now over 20-years old, the MkIV Toyota Supra is still one of the sexiest cars on the street, and Josh Westwood's gleaming red NA-t truly reaffirms this statement. The refreshed OEM GE block has been treated to CP forged pistons and Manley H-beam forged rods along with a host of OEM ancillaries which provide peace of mind for when Josh unleashes the Borg Warner S360 turbo conversion. Utilising a Garage Whifbitz log manifold and venting its waste gases through a similarly branded downpipe and HKS Hi Power exhaust system, it sounds as good as it goes, and with a W58 five-speed manual delivering the power, Josh has the perfect package for the street or track.



### RICHARD STANLEY'S NISSAN 200SX S14A

This immaculately presented but, as yet, not overly-tuned Nissan 200SX may be a relatively new addition to 22-year-old Richard Stanley's garage, but judging by his former steeds it's not likely to stay this way. As a true lover of Japanese cars, and counting an Evo, Supra and Skyline as his previous rides, Richard fell in love with the Silvia because of its relative light weight and nimble feel. Its ground scraping stance comes courtesy of a set of Yellow Speed coilovers which bring the gleaming bodywork closer to terra firma and allow the arches to envelop the Blitz Type 03 alloys perfectly. A Japspeed manifold and full exhaust system allow it to breathe more freely while a black edition front mount intercooler keeps the charge cool on the limit. The future is set to hold a stage 3 upgrade, plus a carbon Rocket Bunny spoiler to add maximum scene points.



### BEN BAKER'S NISSAN SKYLINE R33 GT-R

Freshly imported from the motherland in Japan, Ben Baker's R33 GT-R is a proper stunner with its perfect midnight purple paintwork and immaculate engine and interior. Gracing the four swollen arches is a set of 18in Impul NS GTII alloys with grippy Yokohama tyres, which allow Ben to deploy the full force of the uprated twin BNR34 GT-R turbos without it all going up in smoke.



### ADAM BECK'S MITSUBISHI EVO VIII

The Mitsubishi Evo has long been held as one of the true halo cars in the Japanese performance scene and each of the ten generations has a strong following of dedicated fans eager to exploit its sublime mix of grip, power and poise to the maximum. Adam Beck is one such fan of the Evo's ballistic performance, but has further improved the abilities of his eighth generation FQ300 variant via a set of HKS 264 cams, RC750cc injectors, a Mishimoto intercooler and a remap by MG Autos. This has resulted in 400bhp to play with. Wisely, Adam has also sourced a set of Ultralite wheels and HSD coilovers to make full use of the power on tap.



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## PROJECT TYPE R INNER BEAUTY

BEFORE WE START GIVING THE TYPE R A GOOD WORKING OVER WITH THE TUNING STICK, WE'VE GIVEN IT AN INTERIOR REFRESH TO MATCH ITS GLEAMING EXTERIOR

Enhancing a car's paintwork by means of a respray – as Milton Keynes-based Scuff 'n' Scratch Solutions did to the Type R – can radically improve its overall appearance and give it the kind of kerb appeal that can leave you with a cricked neck every time you walk away from your gleaming machine. However, even the trickiest of paint jobs can't improve the feeling you get when you slide into the driver's seat, as that job comes down to

your car's interior.

Unfortunately, the Civic's previous owners must've not had the same level of dedication to cleanliness as we do as car fanatics, as the interior was both worn and smoke stained with the OEM leather steering wheel and metal gearknob both looking well past their best. There were also no mats when I bought the car, which meant the carpet was taking a battering. The stock seats were pretty grubby, too,

with the driver's seat in particular looking tatty and lacking support.

But while some new seats are still high on the agenda, we felt it was the rest of the interior that we should tackle first. Starting with the gearknob and steering wheel, as these are the things you touch the most when in the car, and can make the biggest impact to how the car feels (not to be confused with 'performs') when behind the wheel.

So after giving the whole

interior – including the headlining – a good scrub down, we decided to replace the EP3's scratched and scarred OEM knob with a new item from Tegiwa Imports. Tegiwa offers a range of different knobs on their website, but wanting a simple design for the EP3 we went for one of their plain white ball knobs. Made from Duracon thermoplastic, the £28 knob is a perfect fit for the EP3's gear selector and not only looks great,



THE NEW TEGIWA GEARKNOB IS A SURPRISINGLY EFFECTIVE IMPROVEMENT AND THE OEM MATS FROM HENDY PERFORMANCE LOOK SERIOUSLY SMART TOO



**OLD VERSUS NEW! THE LEATHER ON THE OLD WHEEL WAS SHINY AND RIPPED, WHEREAS THE NEW WHEEL LOOKS AWESOME WITH ITS CHUNKY GRIPS**

but also feels nice to the touch, fitting perfectly in your hand and being neither too hot or cold – like a metal knob can. Also, as it sits lower, it effectively shortens the shift, too – bonus!

On to the shiny, worn and ripped leather OEM steering wheel and things were a little more complex, so we headed down to Watford to visit Honda specialists Dream Automotive to see what they could do.

While we could have gone for a funky aftermarket wheel, we decided to keep things OEM but with a modern refresh. The Type R comes with a pretty cool sports wheel as standard, so other than to smarten things up, there was no real need to change it. It also has the added safety bonus of an airbag, which is nice to keep if you can.

Luckily Dream had the perfect solution in their custom retrimmed options. This is offered on an exchange basis, where you give them your old wheel – minus the airbag which you retain for re-use – plus between £150 and £175 depending on your choice of design, and they will custom trim

a wheel to your specification. You then simply bolt the slick new wheel back in place and reconnect the airbag.

We plumped for a simple black leather with red stitching design with additional perforated sections at the sides and Momo logo embroidery. The new leather was applied over the standard trim to produce a thicker rim to the wheel for a chunkier and more modern feel and look. We also had a trick red centre line stitched in, too, which gives the wheel a touch of racecar chic! Dream's bossman, Phil Crafford, did the honours in the fitting department and did a top job!

Lastly, we decided some mats were in order to save the factory carpet and improve the look of the interior. Again, we felt that factory fresh was the best look to go for, so contacted Hendy Performance in Hampshire for a set of genuine Honda replacements. Hendy do all sorts of OEM and aftermarket parts for a variety of makes and models but are perhaps best known for their Honda parts. At £46.94, the genuine black mats, complete with red stitching and

embroidered Type R logos look the business gracing the Civic's floor, and fit perfectly too using the factory locating pins to ensure they don't move around when in use.

Just these three simple mods of gearknob, steering wheel and new mats have really transformed how it feels when you get into the Civic, and driving is now a much nicer experience, as it feels like a new car again. It's made such an impact that the new seats I've been dreaming of may just have to become a reality sooner than I thought! – *Dan, Editor*

#### THANKS & CONTACTS

**Adrian Flux**  
[www.adrianflux.co.uk](http://www.adrianflux.co.uk)  
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**Dream Automotive**  
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## INSURANCE

Improving your car's interior not only makes it look better, but it also makes the experience of being behind the wheel that much better, too. Luckily, from an insurance perspective, this is an area where you have everything to gain and nothing to lose, as most insurance companies don't add any loading for interior additions such as steering wheels, gear knobs or even seats – although, if you fitted a pair of £2000 Bride seats to your £500 MX-5, and wanted to bump up the agreed value to take the seat cost into account, that may introduce an increase, due to the higher insured value of the vehicle as a whole. Adrian Flux will even insure rollcages for no added cost, too, but this is not always the case, as some insurers will add a loading to your premium or could even decline to insure your car as they deem it more likely to receive abuse or be raced.



**DREAM AUTOMOTIVE'S PHIL CRAFFORD FITTED THE WHEEL IN MINUTES AND CAN SUPPLY A VARIETY OF DIFFERENT TRIMS AND STITCHING OPTIONS**



## PROJECT WRX BLOW ME!

TWO BLOWS ON PROJECT WRX THIS MONTH. ONE FROM A SNAPPED CLAMP, THE OTHER A TYRE. CHEERS!

I've crept up to the 600-mile mark on the project and getting closer to hitting the magic 1000 miles. But it's not been without its problems. There was a strange noise coming from the engine which seemed to occur around 3000rpm and made the car over-fuel.

It sounded like a leaking air pipe. So after an unproductive look around the engine bay, I decided to take it to the experts. The Impreza was at Torque Developments for about an hour before they found that a clamp had snapped just under the intercooler that,

under boost, was just slipping off. A replacement was sourced and fitted and all was well again, until I received another blow that is! This time from a tyre. Typical! Luckily it was just a small puncture which Top Marks in Hooley fixed in no time!



### CONTACTS

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WORDS & PICS: PAUL COWLAND

## PROJECT WHITE STUFF ALIGN DANCER

EVEN THE MOST HEAVILY-MODDED PROJECT CARS NEED THE BASICS SOMETIMES, SO THIS MONTH COWLAND IS OFF TO SEE OLD FRIENDS AT LITCHFIELD TO KEEP THE STI IN TIP-TOP CONDITION

As much as I would love to be telling you about my latest fire-breathing upgrades in this issue, as you can see it's been a little more pedestrian than that. Midway through my exciting modding programme for the STI, I realised a couple of vital facts; firstly, I still hadn't got round to dropping the track-weary oil yet, and secondly the alignment had never been touched since GT3 champion Tom Onslow-Cole last drove the car and leapt it across every single kerb at Snetterton... While the engine sounded happy enough, the alignment

definitely felt a little woolly, and with a decent set of grippy Toyo tires beneath me, it seemed a great waste of the car's motive talents not to have everything pointing the right way and working as well as it could be. Twirling the spanners to make it all better would be the uber-talented team at Litchfield in Gloucestershire. Founder Iain Litchfield and his team are perhaps best known for supercar tuning and GT-Rs with telephone-number power outputs these days, but it's hard to forget the impact that they had on the Subaru tuning world

over the years. As one of the first tuning houses to really get to grips with import WRX and STI models, Litchfield's T20 and T25 models became the stuff of legend...as did the firm's Time Attack victory. Put simply, they are one of the best tuners of this marque, but I did feel like the poor relation as I pulled into the workshop...with a set of bedfellows that looked more like a real-life game of Top Trumps, the STI was clearly the cheapest car in the workshop! Iain has clearly raised his game since we first met in the early 'noughties!

Quick work was made of the oil change before we moved into the alignment workshop for an hour or so of minute adjustment. There's not a great deal of fettling room on the STI, but Team Litchfield did its usual superb job to make a car that drove significantly better afterwards, with much nicer handling and pin-point turn-in. The engine sounded an awful lot sweeter, too! Time and money well spent I think. More next month.

**THANKS & CONTACTS**  
[www.litchfieldimports.co.uk](http://www.litchfieldimports.co.uk)



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